



FIFTH SUPPLEMENT  
TO

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FRIDAY, 9 APRIL, 1920.

Admiralty, 9th April, 1920.  
"Delhi" at Devonport,  
9th February, 1920.

SIR,

I have the honour to forward herewith this my report on my year's Service in Command of His Majesty's Naval Forces in the Baltic, where I relieved Rear-Admiral Sir Edwyn S. Alexander-Sinclair, K.C.B., M.V.O., on the 6th January, 1919.

2. When I arrived the German situation was as follows:—German Troops were nominally in occupation of Latvia, with Headquarters at Libau.

The Bolsheviks were in Riga, and gradually advancing South and West.

The German Troops were of low morale, and in a poor state of discipline—and wherever the Bolsheviks advanced the Germans fell back, in many cases handing over arms and munitions to the Bolsheviks on their retirement.

3. The Bolsheviks had by the middle of February advanced so far as Windau, and were also within forty miles from Libau from the Westward.

4. I therefore in "Caledon" (Commander Henry S. M. Harrison-Wallace, R.N.) shelled them out of Windau, and made what preparations I could to evacuate the refugees from Libau, as I did not consider an indiscriminate

shelling of the town in the event of its occupation by the Bolsheviks would be advisable if no troops were available to land for its reoccupation.

5. Shortly after this (at the end of February), large German reinforcements began to arrive by sea, and General-Major Graf Von der Goltz assumed command at Libau, and very soon afterwards stabilised the situation, and drove the Bolsheviks well East again—and this, so far, was satisfactory:

6. In the meantime the Letts—under the direction of M. Ulmanis, the Acting President—were making every endeavour to raise and equip a sufficient military force—aided by a limited quantity of small arms, machine guns and ammunition supplied by His Majesty's Government—to enable them to undertake the defence of their own country against the Bolsheviks when the time should come for the Germans to withdraw.

It soon became evident, however, that it was not the Germans' intention to permit any Lettish Force being raised, and constant cases of friction, oppression and disarmament of Lettish Troops began to occur.

7. The climax was reached on the 16th April, when at the Naval Harbour—where the Headquarters of the Lettish Troops were—German troops raided these Headquarters, arrested and disarmed all the Officers, and

looted money and documents, killing and wounding several Lettish soldiers.

Simultaneously with this, in the town of Libau itself, Baltic-German troops arrested those members of the Lettish Government who were unable to escape them, whilst the rest took refuge on board His Majesty's ships, and M. Ulmanis, the Acting President, with the British Mission, which consequently was surrounded by Baltic-German sentries.

8. That night two young Baltic-German Officers came off to my ship and announced that they were the Heads of the Committee of Safety until the formation of a new Government, and asked me if I could guarantee them the support of His Majesty's Government in this movement.

I pointed out to them that until I had some satisfactory explanation for the events of the day I could listen to and recognise no such proposals.

I then sent them on shore again and heard nothing more of them.

9. On my requiring an explanation from Von der Goltz for these happenings, he denied all responsibility or knowledge for them, saying that his troops were out of hand, and that the Baltic-Germans were not under his orders.

10. In consequence of this I called a meeting of the Allied representatives, and with them demanded the following from Von der Goltz:

First.—That the Unit which raided the Lettish Headquarters should be at once removed from the Libau district.

Second.—That the Commanding Officer of the offending Baltic-German Unit be relieved of his command.

We also gave him the time and date by which we required the fulfilment of these demands.

11. Both were complied with within the time, but Von der Goltz stated that as he considered the Lettish Government to be Bolshevik and a danger to the district he was administering by order of the Allies, he could not agree to their release from arrest, or the continuance of their functions.

12. This state of affairs was reported to Paris accordingly, and a very few days afterwards, owing to the melting of the ice, and signs of activity by the Bolshevik Fleet, I had myself to proceed to the Gulf of Finland, and Commodore Arthur A. M. Duff, C.B., arrived on the 29th May and took charge of affairs in the Western Baltic; and thereafter, by his quick and accurate grasp of the whole German situation there, freed me from a very considerable portion of my preoccupations.

It is hard for me to do justice on paper to the adequacy and effectiveness of his administration until he left for England again on the 28th September.

I have now transferred to him the duties of Senior Naval Officer in the Baltic.

13. On arrival in the Gulf of Finland and reviewing the situation, my hope and intention was—as soon as ice conditions allowed it—to move as far East as possible in order to support the left flank of the Esthonian Front, and to protect it from any attempt at being turned from the sea.

14. After getting into touch with the Esthonian Naval and Military Authorities, I went over to Helsingfors to call on the Regent (General G. Mannerheim), and also to congratulate the Finns on the recognition of their

independence, which had been announced the previous day. Circumstances then obliged me to return to Libau for a day on the 12th May.

15. I had previously—on the 7th May—shifted my flag from "Caledon" to "Curacoa."

On returning from Libau to Reval on the 13th May "Curacoa" struck a mine, which disabled her from further service and occasioned eleven casualties amongst her personnel.

16. I therefore shifted to "Cleopatra," and left Reval the next morning for the Eastward, and, from the 14th May onwards I lay—first in Narva Bay for a few days reconnoitring as far as Kaporja whilst the Esthonians were landing and operating between there and Louga—and then, as they established themselves further East, I moved forward to Seskar, from which place, with the very good visibility prevailing day after day, I was able from the mast head to keep an effective watch on Petrograd Bay.

17. The situation then was somewhat of an anxiety to me, as the strength of the Bolshevik Naval Forces was known to include Armoured Ships—the Esthonians were lying in Kaporja with unarmed Transport (including the Nek-mangrund Light Vessel, so hard up were they for ships), an old, slow ex-Russian Gunboat "Bobr," and one ex-Russian Destroyer, dependent on me for fuel, of which I had then only a limited supply—and my own Force consisted only of "Cleopatra" and four Destroyers, of the Seventh Submarine Flotilla arriving shortly afterwards at Reval.

18. From then onwards I maintained a watch on the Bay, whilst the Esthonians were constantly in contact with the Bolshevik Troops, bombarding and pushing forward here and there, and landing more men, whilst relieving those who needed refit, always under the direction of Admiral John Pitka, who, before the War, was a Shipowner of Reval and Director of a Salvage Company, but who assumed command of the Esthonian Naval Forces last winter, and has always shown a most correct instinct for war, both on land and sea. He has since been decorated by His Majesty.

19. On the 17th May a great deal of smoke was observed over Kronstadt; and on the 18th five Bolshevik craft, led by a large Destroyer of the "Avtroil" type came as far West as Dolgoi Nos, five miles clear of the Petrograd Minefields, and then while still close under the land turned back. So in "Cleopatra" (Captain Charles James Colebrooke Little, C.B.), with "Shakespeare" (Commander—now Captain—Frederick Edward Ketelbey Strong, D.S.O.), "Scout" (Lieutenant-Commander Edmund F. Fitzgerald), and "Walker" (Lieutenant-Commander Ambrose T. N. Abbey), I went ahead full speed from Seskar on an Easterly course, closing the range rapidly from 20,000 to 16,000 yards when fire was opened, the Bolshevik Destroyer, flying a very large red flag, firing the first shot. I stood on until within half a mile of the mined area, and came under the fire of the Grey Horse Battery, but by this time the range was opening and spotting very difficult, owing to the vessels being close under the land all the time.

20. The speed of the enemy appeared to be

reduced to about ten knots, one good hit on the Destroyer at any rate was observed, but under the circumstances I did not consider it advisable to run in over the minefields and under the guns of the shore batteries in order to obtain a decision, and so these craft made good their escape.

21. To the Eastward, but not taking part in the action, was a three-funnelled Cruiser, the "Oleg," and to the Eastward of her again was smoke—and it was reported that the Bolshevik Dreadnought Battleship "Petropavlovsk" was also out.

22. On the 24th May General Sir Hubert Gough arrived in "Galatea" on a special Mission to Finland and the Baltic States, and I accompanied him over to Helsingfors to assist at his ceremonial landing, and to salute him there, and went with him to interview the Finnish authorities, thereafter leaving again for the Eastward, leaving "Galatea" at Helsingfors.

23. On the 31st May, whilst still lying off Seskar in "Cleopatra," with "Dragon" (Captain Francis Arthur Marten, C.M.G., C.V.O.), "Galatea" (Captain Charles Morton Forbes, D.S.O.), "Wallace" (Captain George William McOran Campbell), "Voyager" (Lieutenant-Commander Charles Gage Stuart, D.S.C.), "Vanessa" (Lieutenant-Commander Edward Osborne Broadley, D.S.O.), "Wryneck" (Commander Ralph Vincent Eyre, R.N.), "Versatile" (Commander Gerald Charles Wynter, O.B.E.), "Vivacious" (Commander Claude L. Bate, R.N.), and with "Walker" and two Submarines on patrol, a Bolshevik Destroyer was sighted coming West with a Dreadnought Battleship and two other small craft behind the minefields. The Destroyer was engaged by "Walker" and chased Eastwards, the Battleship opening a heavy and well-controlled fire at the same time.

24. On the first report I weighed and steamed East, a Bolshevik aeroplane appearing overhead and dropping bombs among my force as it advanced, but it flew off Eastwards on being fired at.

25. The Destroyer fell back on the battleship, which manœuvred behind the minefields and kept up a heavy and well-disciplined fire on "Walker" as she fell back to meet me; Fort Krasnaya Gorka having a kite balloon up and firing also.

26. I stood up and down the edge of the minefield, but the Bolshevik Force showed no intention of coming on, and retired Eastwards after a few salvos had been fired.

27. "Walker" was hit twice, but no appreciable damage was done, and there was one slight casualty only.

28. It now became apparent to me that with the small forces at my disposal it would be necessary, in order to keep an effective watch on Bolshevik Naval movements, and in particular to, if possible, ensure that no mines were laid to the Westward of the existing fields across the entrance to Petrograd Bay, that I should have a Base nearer to Kronstadt than Reval.

29. I therefore moved to Biorko, and required certain assistance from the Finns in the way of patrols and accommodation on shore

for aircraft, which assistance was at once agreed to by them.

30. It was evident by then that the Bolshevik Active Squadron consisted of:—

- 2 Battleships (1 Dreadnought "Petropavlovsk"),
- 1 Cruiser, and
- 6 Large Destroyers.

31. Up to about the end of June there were constant attempts by Enemy Light Craft to break out on the Northern side at night, and both to sweep and lay mines—and a good deal of shooting, though little hitting, went on between the Patrols—also, there is no doubt more mines were laid by the Bolsheviks to the Southward of Stars Point, and to the Eastward of the existing Mine Barrier.

32. On the 13th June very heavy firing broke out between Fort Krasnaya Gorka and the forts and ships at Kronstadt—Fort Krasnaya Gorka having suddenly turned over to the "Whites," who, however, were not strong enough to hold it—the forces immediately available being only a hundred or so of badly-armed and much-exhausted Ingermanlanders, who, owing to the fire from the Bolshevik Heavy Ships, were unable to occupy the Fort long enough either to effectively man the guns, or destroy them—and so, after changing hands twice, Krasnaya Gorka remained in Bolshevik hands.

33. These Ingermanlanders were fighting under the direction of the Esthonian Command, and were armed and equipped by them, chiefly from supplies captured from Bolsheviks, and had done very well ever since these operations started, and were fighting with the more enthusiasm as it was their own country they were freeing.

Apparently, however, their successes aroused the suspicion and jealousy of the Russians of the Northern Corps, who, equipped and supported in every way by the Esthonians, had by then begun to become a considerable fighting force, and were holding the line on the right of the Esthonian-Ingermanland Force—whose left flank rested on the sea, and had pushed forward as far as Krasnaya Gorka.

34. In order to deal with any attempt by heavy ships to break out—as well as to maintain an effective patrol on the entrance to Petrograd Bay, I considered it advisable to lay mines so as to restrict the movements of the enemy, and this was done by "Princess Margaret" (Captain Harry H. Smyth, C.M.G., D.S.O.) and the 20th Destroyer Flotilla (Captain (D) Berwick Curtis, C.B., D.S.O.).

35. On 17th June our lookouts reported a Cruiser ("Oleg") and two Destroyers at anchor West of Kronstadt, and also a Submarine moving Westward.

36. A few minutes after midnight a sudden burst of firing was heard by our outpost Destroyers, which as suddenly ceased, and next day Lieutenant Augustine W. S. Agar, R.N., informed me that he had torpedoed the Cruiser "Oleg" at anchor, the torpedo hitting her about the foremost funnel, and came under heavy fire from the Destroyers on retiring.

37. On the 6th July "Vindictive," on passage from England to join me in the Gulf of Finland, ran aground outside Reval on the Middle Ground Shoal, and remained there for eight days.

It was a time of some anxiety to me, as she was going fifteen knots at the time of striking, and had slid up half her length, and was in two feet six inches to three feet less water there than her draught, and in a tideless sea.

"Delhi" and "Cleopatra" made several ineffectual attempts to tow her off before; after lightening her by 2,212 tons, and experiencing a rise of water of about four to six inches due to a Westerly wind, "Cleopatra" at last pulled her clear after eight days of effort and, as we discovered shortly afterwards, all the towing operations were carried out in the middle of a minefield.

38. Early in July strong attacks were made by the Bolsheviks on the Russian front on the Southern shore, necessitating frequent bombardments by Light Cruisers and Destroyers of the Bolshevik positions. Bolshevik aircraft were also active; Fort Krasnaya Gorka also occasionally firing at our patrols in Kaporja Bay.

39. Later in the month our Flying Operations started, consisting at first of reconnaissance and photographic flights, and then on the morning of the 30th July a bombing operation against the ships in Kronstadt, the main objective being a Destroyer Depot Ship with five or six Destroyers lying alongside her. The whole was under the command of Squadron Leader David G. Donald, A.F.C., R.A.F. Sixteen bombs in all were dropped, and one hit, at any rate, was registered on the Depot Ship, which disappeared from her accustomed position in the harbour, and was not seen again. All machines returned safely after passing through a heavy anti-aircraft fire from the ships and batteries defending Kronstadt.

40. Thereafter continued a close watch on Petrograd Bay, with frequent bombardments by us of Bolshevik positions on the Southern Shore, and occasional shellings by Fort Krasnaya Gorka and other guns, varied by attacks by enemy submarines on our vessels, and intermittent activity by Bolshevik Destroyers and Minesweepers, with occasional appearances outside the harbour by larger craft.

41. On the morning of 18th August, with the object of removing, as far as possible, the threat which existed to my ships and also to the Left Flank of the Russian advance to Petrograd by the presence of the Bolshevik Active Squadron, an attack on the ships in Kronstadt by Coastal Motor Boats and Aircraft was made.

42. The position of the ships in the harbour had been ascertained by aerial photographs. Frequent bombing raids on the harbour had also been made at varying times in the weeks beforehand.

43. The attack was planned so that all available aircraft co-operated under Squadron Leader D. G. Donald, A.F.C., R.A.F., and that they should arrive and bomb the harbour so as to drown the noise of the approach of the Coastal Motor Boats.

44. The time-table was most accurately carried out; with the result that the first three Coastal Motor Boats, under Commander Claude C. Dobson, D.S.O., passed the line of Forts and entered the harbour with scarcely a shot being fired.

45. Each boat had a definite objective—six in all. Of these six enterprises four were

achieved, the results being gained not only by dauntless disciplined bravery at the moment of attack, but by strict attention to, and rehearsal of, every detail beforehand by every member of the personnel, both of the boats and also of the Air Force.

46. Of the latter there is this to say, that though all their arrangements for bombing were makeshift, and the aerodrome, from which the land machines had to rise in the dark, was a month before a wilderness of trees and rocks, and in size is quite inadequate, not one of the machines (sea and land) failed to keep to its time-table, or to lend the utmost and most effective support during, and after, the attack to the Coastal Motor Boats.

47. After this nothing bigger than a Destroyer ever moved again, but a certain amount of mine-laying and sweeping was observed near the approaches to the harbour.

48. During September our ships constantly bombarded Bolshevik positions on the Southern Shore in Kaporja Bay, in support of the Esthonian Left Flank, whilst the aircraft were employed in bombing Kronstadt and attacking their small craft whenever seen.

49. Early in October the long talked of advance against Petrograd by General Yudenitch began—but as his left flank was not made secure by making the capture of Forts Krasnaya Gorka and Saraia Lochad his first objective—as was repeatedly urged—the attempt failed.

50. The Esthonians, so long as their advance was such that the guns of the light cruisers and destroyers of the Biorko Force could support them, went forward—but thereafter they met with strong and effective resistance and much barbed wire, and were held up within four miles of the land approaches to Fort Krasnaya Gorka and suffered very heavy losses—equal to nearly one-third of their forces, which did not at the beginning exceed two thousand men.

51. It was after this check that "Erebus" (Captain John A. Moreton, D.S.O.) arrived (24th October), which encouraged Admiral Pitka, who was in command of the Esthonian Forces, to try again; but by then the Russians had begun to fall back, thereby uncovering the Esthonian right flank and causing them further distress, and dispersion of their few remaining effectives.

The Russians and Esthonians then fell back with considerable rapidity as far west as the line Narva—Peipus Lake, and I devoted myself to endeavouring to ensure that, from the sea, no further attempt was made to further harass these very war-weary and dispirited troops.

52. Unfortunately the "Erebus" (Captain John A. Moreton, D.S.O.) arrived only after the attempt was doomed to failure, and by that time also the weather had broken, making it very unsuitable for flying in order to direct the firing of "Erebus"; also our machines and many of the pilots were, from hard service through the summer, rather past their best. The type of machine, too (Short Seaplane), was unable to get sufficient height to avoid the very severe and accurate anti-aircraft fire from these two forts.

53. All that could be done by our ships (light cruisers and destroyers) besides "Erebus," in the way of shelling positions and covering the advance, was done, and always within the range of Fort Krasnaya's Gorka's twelve-inch guns, and under the observation of its kite balloon;

these guns, however, though throughout the year they have constantly shelled us, have never succeeded further than to land a few splinters on board.

54. On the 30th October arrived out from England General Sir Richard Haking and a small staff of officers, who, after investigating and acquiring what appeared to me to be a very complete grasp of the whole Baltic situation and its needs, returned to England after two weeks.

55. Towards the beginning of October and concurrently with the attempt on Petrograd by the Russian North-West Army, the German-Russian threat against Riga became acute, and a bombardment of the town commenced.

"Abdiel" (Captain Berwick Curtis, C.B., D.S.O.) and "Vanoc" (Commander Edward O. Tudor, R.N.) were there at the time, also a French destroyer ("L'Aisne"), "Dragon" (Captain Francis A. Marten, C.M.G., C.V.O.) was on her way out from England and I therefore diverted her there.

56. Owing to the situation in the Gulf of Finland and the necessity of supporting the advance of the Esthonians on the left flank of the Russian Army, I was unable to leave those waters myself, and so requested Commodore Brisson, the French Senior Naval Officer, who had by then proceeded to Riga, to take charge of the operations there, and to open fire on all positions within range on the left bank of the Dvina River, at the expiration of the time given in my ultimatum to Prince Avaloff Bermont, who was ostensibly in command of the troops occupying those positions, and attacking Riga.

57. This Commodore Brisson most faithfully and effectively did at noon on the 15th October, apparently much to the surprise of Bermont, who had, in reply to my ultimatum, stated that he was friendly to the Allies and was only resisting Bolshevism, and disowned all connection with the Germans, and whose forces were in position and with little shelter, in some places less than one thousand yards from ours, and the French ships, Bermont having evidently assumed that his statements and arguments were sufficient to hoodwink me and delay our offensive action.

58. This enabled the Lettish troops to cross the river in strength and with great enthusiasm after twenty-six days' fighting, to sweep away all these Russo-German forces from within striking distance of Riga and out of Mitau—which had been the German main base and headquarters throughout the year—Tukum and the Windau district.

59. On about the 30th October the threat to Libau by German troops became serious, and I sent directions to Captain Lawrence L. Dundas, C.M.G., the senior naval officer there, to, with the help of the British Military Mission, get into co-operation with the Lettish Defence Forces, establish communications and observation posts and plot targets, and sent "Dauntless" (Captain Cecil Horace Pilcher) down from Biorke to reinforce, and shortly afterwards "Erebus" also, as by this time General Yudenitch was falling back from before Petrograd, and therefore the need for bombarding Fort Krasnaya Gorka had ceased.

60. On the 14th October a very heavy attack on Libau commenced and the Germans succeeded in occupying the outer fixed defences of the town, but after eight hours' hard fighting by the Lettish troops and incessant bombard-

ment by the British ships they were thrown back again with very heavy losses.

61. The ammunition question at the end of this day was of some anxiety to me, two vessels having fired the whole of their outfits and others being very short.

An ammunition ship was on her way down from Riga at the moment—"Galatea," homeward bound with General Sir R. Haking on board, and also two destroyers were in the vicinity, so all were ordered to replenish the Libau force with their ammunition.

No further attack of any weight however was made and the crisis passed.

62. With regard to these two attacks on Riga and Libau, it is unquestionable that the German intention was to frustrate by every means in their power any successful attack on Petrograd and Kronstadt, and to gain this footing for the winter in the Baltic Provinces with a view to overwhelming them, and then to drive on to Petrograd.

63. I had constant rumours that the Dreadnought Battleship "Sebastopol" had been prepared for, and was in every way fit for service—also, there was ever-recurring Submarine activity—and by my reckoning there were still two large Destroyers available as well, though two had been destroyed by our mines during the operations in support of Yudenitch whilst attempting to come out and attack our patrols at night.

64. The work of the Destroyers was, as ever, tireless, dauntless, and never ending, and with never the relaxation of lying in a defended port with fires out and full rations, and all their work in cramped navigational waters, necessitating the almost constant presence on deck of the Captain, and, in the case of the Petrograd Bay "Biorke" Patrol, always within the range, and often under the fire, of the twelve-inch guns from Fort Krasnaya Gorka.

65. This patrolling of Petrograd Bay, though generally in smooth water, was arduous and anxious always, because there was no room to manoeuvre East or West—there were mines in each direction—much foul ground, unindicated by the charts, and the charting of the Southern Shore disagreed by a mile of longitude with that of the Northern—also for that small space (six by twenty miles), bounded on the West by Seskar, and on the East by the minefields, three charts had to be in use.

66. In the whole of that area no shoals (and there are many), were marked by anything better than a spar buoy.

When the winter came on, with incessant snow and fog throughout the long sixteen-hour nights, I scarcely hoped that the Destroyers could succeed in maintaining their stations without frequent and serious groundings or collisions, and the fact that they did is sufficient witness of the spirit that was in these two Flotillas—the First, Captain George W. McCampbell, and the Second, Captain Colin K. MacLean, C.B., D.S.O., reinforced by some of the Third Flotilla also, under the command of Commander Aubrey T. Tillard, in "Mackay."

The energy, care and forethought which these two officers constantly displayed in order to maintain the efficiency of their Flotillas, I must always bear in most grateful admiration and remembrance.

The boats were always in "watch and watch"—i.e., as often at sea as in harbour, and very frequently under harder conditions.

67. At the beginning of the campaign the enemy's active Naval Force appeared to be:—

- 2 Battleships (1 Dreadnought "Petropavlovsk," 1 "Andrei Pervozvanni,")
- 1 Cruiser ("Oleg"),
- 5 Destroyers ("Novik" class),
- 2 to 4 Submarines, and perhaps
- 4 smaller coal-burning Torpedo Boats,

besides

— Minsweepers.

68. Of these—

2 Battleships ("Petropavlovsk" and "Andrei Pervozvanni") were torpedoed and disabled in Kronstadt Harbour, and have not moved since—except "Andrei Pervozvanni" into dock.

1 Cruiser ("Oleg") was torpedoed and sunk at her moorings off Kronstadt.

3 Destroyers ("Novik" class), "Azard," "Gavril" and "Constantin" were sunk, two of them by our mines, the other either by mine or torpedo.

1 Patrol Vessel (armed), "Kitoboi," which surrendered on the night of 14th-15th June.

and, I think,

2 Submarines, one by depth charge and the other by mine.

Besides this—

1 Oiler was bombed and badly damaged.

A number of Motor Launches were set on fire and destroyed, and

1 Submarine Depot Ship ("Pamiet Azov") was torpedoed and sunk, all in Kronstadt Harbour.

An Oil Fuel Store and a very large quantity of wood and coal fuel was also burnt.

69.—Against this our losses have been:—

1 Submarine ("L.55") mined and sunk.

1 Destroyer ("Verulam") mined and sunk.

1 Destroyer ("Vittoria") torpedoed and sunk by enemy submarine.

2 Mine-sweeping Sloops ("Gentian" and "Myrtle") mined and sunk.

3 Coastal Motor Boats sunk during the attack on Kronstadt.

2 Coastal Motor Boats blown up; unserviceable.

2 Coastal Motor Boats and 2 Motor Launches sunk through stress of weather whilst in tow.

1 Store Carrier ("Volturnus") mined and sunk.

1 Light Cruiser ("Curacoa") mined and salvaged.

1 Paddle Mine-sweeper ("Banbury") mined and salvaged.

1 Motor Launch (M.L.156) mined and salvaged.

1 Admiralty Oiler ("War Expert") mined and salvaged.

1 Mine-layer ("Princess Margaret") damaged by mine.

70.—The losses of personnel have been:—

<i>Killed.</i>			
Royal Navy ...	16 Officers.	97 Men.	
Royal Air Force ...	4 Officers.	1 Man.	
Total ...	20 Officers.	98 Men.	

<i>Wounded.</i>			
Royal Navy ...	7 Officers.	35 Men.	
Royal Air Force ...	2 Officers.	— Men.	
Total ...	9 Officers.	35 Men.	

<i>Missing.</i>			
Royal Navy ...	3 Officers.	6 Men.	
Royal Air Force ...	— Officers.	— Men.	
Total ...	3 Officers.	6 Men.	

<i>Abstract.</i>					
<i>Killed.</i>		<i>Wounded.</i>		<i>Missing.</i>	
Officers.	Men.	Officers.	Men.	Officers.	Men.
20.	98.	9.	35.	3.	6.
Total ...		Officers 32.		Men 139.	
,, ...		Men 139.			
Grand total ...				171.	

71. My aim was throughout the year to prevent any Bolshevik warships breaking out into the Gulf of Finland—and the ice has now relieved me of this responsibility—and also to frustrate by every means the most evident design of the Germans to overrun and dominate the Baltic Provinces and then to advance on Petrograd, and their repulse from both Riga and Libau in October and November by the Lettish troops under cover of the bombardment of our ships has, I think, put an end to this also, and all German troops were back into Prussia by 15th December.

I have the honour to be,

Sir,

Your obedient servant,

WALTER COWAN,

Rear-Admiral Commanding First Light Cruiser Squadron.

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