

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