

OXFORD PAMPHLETS

1914-1915

THE ACTION OFF

~~HELIGOLAND~~ ^{27/7/14}

AUGUST 1914

BY

L. CECIL JANE

WITH TWO MAPS

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MAPS

Between pages 20 and 21

HELIGOLAND AND THE COAST
CHART OF HELIGOLAND
(On a larger scale)

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INTRODUCTION

HELGOLAND was originally a Danish possession ; its population is mainly of Frisian extraction. From 1807 to 1890 it was held by Great Britain, having been seized for naval reasons, and was used as a naval station during the last stages of the Napoleonic War. In July 1890, by the Anglo-German agreement, concluded between Lord Salisbury and General von Caprivi, it was transferred to the German Empire.

The island lies in the North Sea, about 35 nautical miles NW. of Cuxhaven, 43 nautical miles N. of Wilhelmshaven, and 260 nautical miles E. by N. from Yarmouth. It consists of a rocky plateau, with an approximate area of 130 acres ; a stretch of excellent sand to the south-eastward made it a favourite summer bathing resort for the people of Hamburg and north-eastern Germany. The island is peculiar in the fact that there is an entire absence of wheeled traffic.

HARBOURS OF HELIGOLAND

The original, or inner, harbour of the island is some 400 yards long by 200 yards wide. A new, or outer, harbour is in process of completion ; it is intended to be about 900 yards long by 600 yards wide. The harbour is entered from the east,

There are also two havens. The North Haven lies to the NE. of the island, between it and the sandbank, known as Olde Hoven Brunnen ; it is impossible to proceed from this haven to the harbour. The South Haven is ESE. of the island, between it and the rock of Düne. To the north of this haven, between it and the North Haven, there is an anchorage for torpedo craft, prohibited to all other vessels than those of the German Navy. This anchorage is about five cables by two cables in area, and has an average depth of $2\frac{1}{2}$ fathoms.

NAVAL VALUE OF THE ISLAND

Since its cession, considerable attention has been devoted to the island by the German Admiralty. One of the most serious difficulties with which the German naval administration has had to contend is the fact that on the North Sea coast of the empire there is no really satisfactory port. Hamburg and Bremen lie far up the rivers Elbe and Weser. The original naval base on the North Sea, Wilhelms-haven, where is an imperial dockyard, suffers from the fact that Jade Bay is extremely sandy ; the harbour can only be kept open by means of constant dredging. The new base, Cuxhaven, opposite the junction of the Kaiser Wilhelm Canal with the Elbe, suffers, in a slightly lesser degree, from the same drawback. Hence every effort has been made to utilize Heligoland. It has been converted into a base for torpedo craft and submarines, and two Zeppelin sheds, said to be of the 'disappearing' variety, have been constructed on the island. But

the value of Heligoland is much reduced by the fact that it suffers in a peculiar degree from erosion, and can, indeed, only be preserved from destruction by artificial means and at a considerable annual cost. The shores of the island are carefully protected by deposits of cement, which are constantly washed away in westerly gales and require frequent renewal.

FORTIFICATIONS

Heligoland, as well as the whole North Sea coast of Germany, has been very carefully fortified. The forts are of the cupola type, built of concrete, and are defended by 11-inch guns ; the statement that the guns are 12-inch seems to be unfounded. Theoretically, both the island and the whole coast should be impregnable ; it is supposed that a single shot from one of these guns would suffice to sink any ship. It must, however, be remembered that the value of cupola forts has been somewhat discounted by the experiences of Namur and other places.

ANCHORAGE OF HELIGOLAND

To the east of the island, immediately beyond the 'prohibited' anchorage, is the rock of Düne. It is protected by groynes, but both its area and shape are subject to frequent changes ; it is in reality little more than a sandbank, serving as the site for three beacons. Beyond it, eastward, there is an anchorage for large vessels, which is satisfactory in westerly winds. It is probable that this is the anchorage which is mentioned in the dispatches as

having been 'examined' on September 14, and that it has been utilized as a station for light cruisers. It is commanded by the guns of Heligoland.

BIGHT OF HELIGOLAND

The Bight of Heligoland, the scene of the operations described in the dispatches, is to the NE. of the island, from which it is distant some seven miles. It forms a channel, with an approximate width of eighteen miles and an average depth of nine fathoms, between the shallows near Heligoland and the shoals off the Holstein coast. Through it lies the regular course for ships proceeding northwards from the Elbe ports.

BRITISH SHIPS ENGAGED

The following are brief details of the British vessels, mentioned as having taken part in the operations.

The date signifies date of completion ; D. displacement ; C. complement ; G. guns. The speed given is the best recent speed, unless otherwise stated.

(i) BATTLE CRUISERS

Lion (1912 : Devonport). D. 26,350. C. 1,000.
Sp. 31·7 kts. Guns : eight 13·5-inch ; sixteen 4-inch.

Queen Mary (1913 : Clydebank). D. 27,000. C. 1,000. Sp. 33. Guns : (as *Lion*).

New Zealand (1912 : Fairfield). D. 18,750. C. 800.
Sp. 25 (designed : her sister's best recent speed

is 29·13). Guns: eight 12-inch; sixteen 4-inch.

Invincible (1908: Elswick). D. 17,250. C. 750. Sp. 28·6. Guns: (as *New Zealand*).

All these vessels possess three submerged tubes. Their armour is Krupp.

(ii) CRUISERS

The cruisers mentioned are the *Bacchante*, *Cressy*, *Euryalus*, and *Hogue*. They were sisters. Displacement, 12,000 tons: complement, 700 (*Euryalus*, as flagship, 745). Guns: two 9·2-inch; twelve 6-inch; thirteen 12-pounders. Two submerged tubes. Armour, Krupp.

The *Bacchante* (1902) was built at Clydebank; *Cressy* (1901), Fairfield; *Euryalus* (1903) and *Hogue* (1902), Vickers.

Best recent speeds were: *Bacchante*, 19·5 kts.; *Cressy*, 19·2; *Euryalus*, 20·3; *Hogue*, 17.

The *Hogue* and *Cressy*, with their sister, the *Aboukir*, were sunk by a German submarine on September 22.

(iii) LIGHT CRUISERS

Arethusa (1913). D. 3,520. C. —. Sp. (designed) 30 kts. Guns: two 6-inch; six 4-inch. Four tubes, above water. (Chatham.)

Lowestoft (1914). D. 5,400. C. —. Sp. (designed) 24·75. Guns: nine 6-inch; four 3-pounders. Two submerged tubes. (Chatham.)

Liverpool (1910). D. 4,800. C. 376. Sp. (designed) 25. Guns: two 6-inch; ten 4-inch; four

3-pounders. Two submerged tubes. Armour, Krupp. (Vickers.)

Fearless (1913). D. 3,440. C. 320. Sp. (designed) 25. Guns : ten 4-inch ; four 3-pounders. Two tubes above water. Unarmoured. (Pembroke.)

Amethyst (1904). D. 3,000. C. 296. Sp. 20. Guns : twelve 4-inch ; eight 3-pounders. Two tubes above water. (Elswick.)

(iv) DESTROYERS

The destroyers mentioned were :

(a) Four of the L Class : D. 807 tons. Sp. 35. Armament : three 4-inch ; four tubes. (1912-13.) The *Laurel* and *Liberty* are White boats ; *Laertes*, *Swan*, *Hunter* & *Richardson* ; *Laforey*, *Fairfield*.

(b) Two special boats of I Class, *Lurcher* and *Firedrake*. D. 790. C. 72. Sp. (designed) 32. Armament : two 4-inch ; two 12-pounders ; two tubes. (1911.) (Yarrow.)

(c) Three boats, Admiralty design, I Class : *Defender*, *Goshawk*, and *Ferret*. D. (nominal) 750. C. 72. Armament, as *Lurcher*. Sp. (designed) 27. (1911.) *Defender* is a Denny boat ; *Ferret*, White ; *Goshawk*, Beardmore. The actual displacement varies slightly from the nominal ; speed in some cases rather above designed speed.

(v) SPECIAL SERVICE

Maidstone (1911 : Scott's S. and E. Co.). Submarine dépôt ship. D. 3,600 tons. Sp. 14 kts.

(vi) SUBMARINES

(a) D Class. Nos. 1, 2 and 8. D 1 (1907). D. 550–600. Maximum speed, 16–9. Tubes, 3. D 2 and D 8 (1910–11). D. 550–600. Maximum speed, 16–10. Tubes, 3.

(b) E Class. Nos. 4 to 9. (1912.) D. 725–810. Sp. 16–10. Tubes, 4.

GERMAN SHIPS MENTIONED

Of the German vessels mentioned :

(i) *Mainz* (1909) (Vulkan Co.). D. 4,350. C. 362. Sp. (designed) 25·5. Guns : twelve 4-inch ; four 5-pounders ; four machine. Two submerged tubes. One of *Kolberg* class.

(ii) *Hela* (1896 : refitted, 1910), (Weser, Bremen). D. 2,040. C. 178. Guns : four 15½-pounders ; six 6-pounders ; two machine. One submerged tube ; two above water. Sp. 18. Was to be replaced.

(iii) V 187 (1909–11) (Vulkan). C. 82. Sp. 32·5. D. *circa* 650 tons. Armament : two 24-pounders ; three tubes.

(iv) S 126 (1906). D. 487. Sp. 28. C. 68. Armament : three 4-pounders ; two machine. Three tubes.

The four funnelled cruiser mentioned must have been either one of the *Breslau* and *Karlsruhe* class, or one of the *Roon* class. The former class comprises twelve vessels, four of the *Breslau* type, and eight of the *Karlsruhe* type (of which two were completed in 1913, two were due to be completed

in the present year, two in 1915, and two later). Details of the *Breslau* class are as follows : D. 4,550. C. 370. Sp. (designed) 25½ kts. Guns : twelve 4·1-inch. Two submerged tubes. (The actual speed of these ships is above the designed speed.) Details of the *Karlsruhe* class are as follows : D. 4,900. C. 373. Sp. (designed) 28 kts. Guns : twelve 4·1-inch. Two submerged tubes. (1912–13.) The *Roon* class, containing two vessels, the *Roon* and *Yorck* (the latter since sunk), have : D. 9,050. C. 557. Sp. (designed) 21 kts. Guns: four 8·2-inch; ten 6-inch; eleven 24-pounders; four machine. Four submerged tubes. (1905–6.)

PAST SERVICES OF BRITISH OFFICERS

Some of the British officers concerned had already seen active service and gained distinctions.

Vice-Admiral (Acting) Sir David Beatty served as a lieutenant on the river Nile, during the operations of 1898, and conducted the bombardment of the Dongola forts. He also served as commander of the *Barfleur* at Tientsin in 1900.

Rear-Admiral Arthur H. Christian served on the expedition against King Kobo of Nimby, 1895, and captured M'weli, the stronghold of the Arab chief Mburuk in the same year.

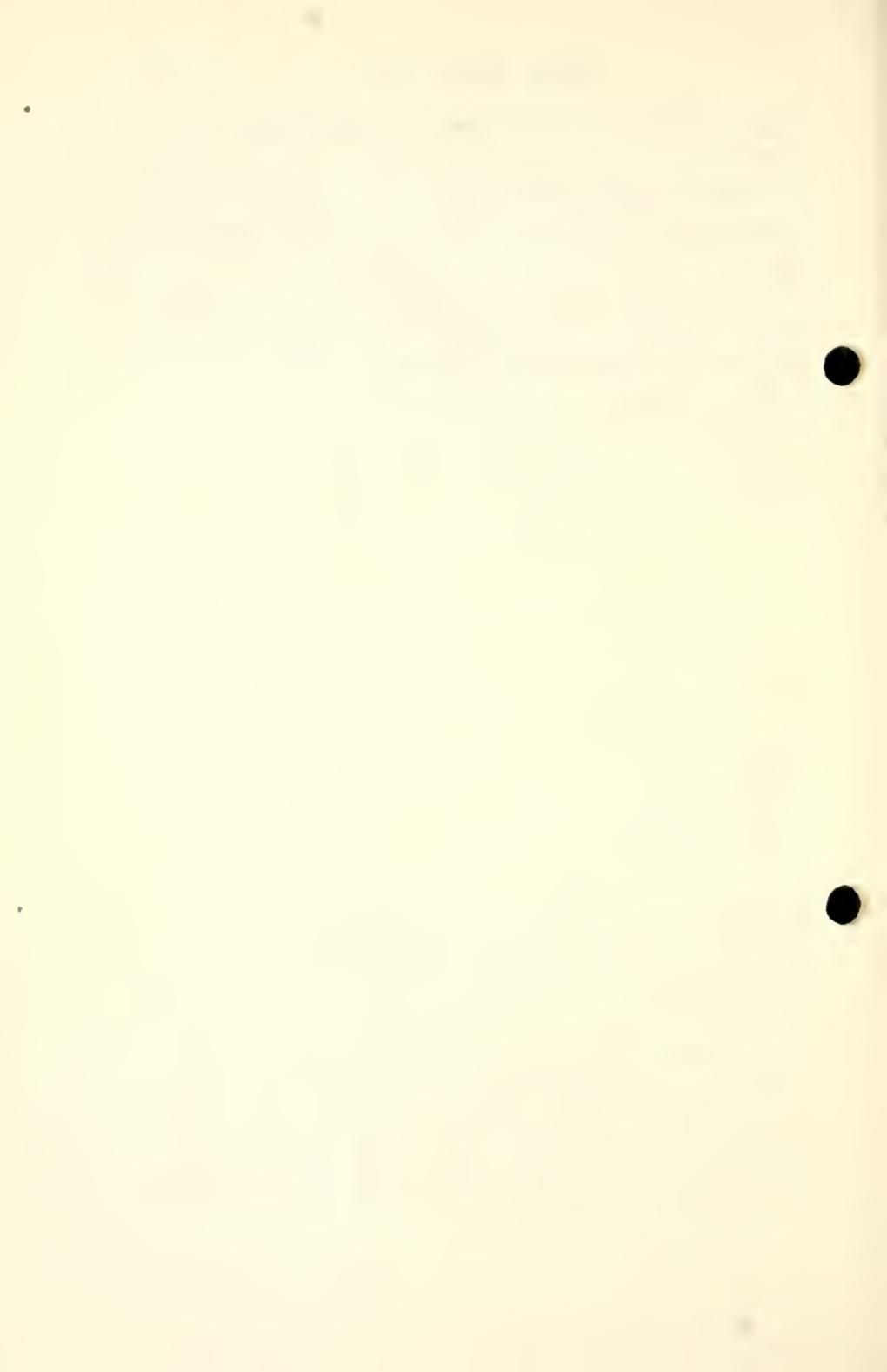
Commodore Reginald Y. Tyrwhitt commanded the landing party during the disturbances at Blue-fields, 1894, and was thanked by the inhabitants.

Commodore Roger J. B. Keyes served against the Sultan of Vitu, 1890. In the *Fame*, he cut out four

Chinese destroyers, 1900, and was promoted for this service.

Captain William F. Blunt was present at the blockade of Zanzibar, 1888–9, and also served in Crete, 1897–8, and in China, 1900.

Commander Charles R. Samson served in Somaliland, 1902–4. He made the first flight from the deck of a British warship in 1912.



NAVAL ENGAGEMENT OFF HELIGOLAND

Admiralty, 21st October, 1914.

The following despatches have been received from Vice-Admiral (Acting) Sir David Beatty, K.C.B., M.V.O., D.S.O., H.M.S. ‘Lion’, Rear-Admiral Arthur H. Christian, M.V.O., H.M.S. ‘Euryalus’, Commodore Reginald Y. Tyrwhitt, Commodore (T.), H.M.S. ‘Arethusa’, and Commodore Roger J. B. Keyes, C.B., M.V.O., Commodore (S.), reporting the engagement off Heligoland on Friday, the 28th August.

A memorandum by the Director of the Air Department, Admiralty, is annexed.

*H.M.S. ‘Lion’,
1st September, 1914.*

Sir,—I have the honour to report that on Thursday, 27th August, at 5 a.m., I proceeded with the First Battle Cruiser Squadron and First Light Cruiser Squadron in company, to rendezvous with the Rear-Admiral, ‘Invincible’.

At 4 a.m., 28th August, the movements of the Flotillas commenced as previously arranged, the Battle Cruiser Squadron and Light Cruiser Squadron supporting. The Rear-Admiral, ‘Invincible’, with ‘New Zealand’ and four Destroyers having joined

my flag, the Squadron passed through the pre-arranged rendezvous.

At 8.10 a.m. I received a signal from the Commodore (T), informing me that the Flotilla was in action with the enemy. This was presumably in the vicinity of their prearranged rendezvous. From this time until 11 a.m. I remained about the vicinity ready to support as necessary, intercepting various signals, which contained no information on which I could act.

SUBMARINE ATTACK

At 11 a.m. the Squadron was attacked by three Submarines. The attack was frustrated by rapid manoeuvring and the four Destroyers were ordered to attack them. Shortly after 11 a.m., various signals having been received indicating that the Commodore (T) and Commodore (S) were both in need of assistance, I ordered the Light Cruiser Squadron to support the Torpedo Flotillas.

Later I received a signal from the Commodore (T), stating that he was being attacked by a large Cruiser, and a further signal informing me that he was being hard pressed and asking for assistance. The Captain (D), First Flotilla, also signalled that he was in need of help.

INTERVENTION OF THE BATTLE CRUISERS

From the foregoing the situation appeared to me critical. The Flotillas had advanced only ten miles since 8 a.m., and were only about twenty-five miles from two enemy bases on their flank and

rear respectively. Commodore Goodenough had detached two of his Light Cruisers to assist some Destroyers earlier in the day, and these had not yet rejoined. (They rejoined at 2.30 p.m.) As the reports indicated the presence of many enemy ships —one a large Cruiser—I considered that his force might not be strong enough to deal with the situation sufficiently rapidly, so at 11.30 a.m. the Battle Cruisers turned to E.S.E., and worked up to full speed. It was evident that to be of any value the support must be overwhelming and carried out at the highest speed possible.

I had not lost sight of the risk of Submarines, and possible sortie in force from the enemy's base, especially in view of the mist to the South-East.

Our high speed, however, made submarine attack difficult, and the smoothness of the sea made their detection comparatively easy. I considered that we were powerful enough to deal with any sortie except by a Battle Squadron, which was unlikely to come out in time, provided our stroke was sufficiently rapid.

THE 'MAINZ' ATTACKED

At 12.15 p.m. 'Fearless' and First Flotilla were sighted retiring West. At the same time the Light Cruiser Squadron was observed to be engaging an enemy ship ahead. They appeared to have her beat.

ENEMY CRUISER ENGAGED WITH THIRD FLOTILLA

I then steered N.E. to sounds of firing ahead, and at 12.30 p.m. sighted 'Arethusa' and Third Flotilla retiring to the Westward engaging a Cruiser of the

'Kolberg' class on our Port Bow. I steered to cut her off from Heligoland, and at 12.37 p.m. opened fire. At 12.42 the enemy turned to N.E., and we chased at 27 knots.

'LION' ENGAGED WITH AN ENEMY CRUISER

At 12.56 p.m. sighted and engaged a two funnelled Cruiser ahead. 'Lion' fired two salvos at her, which took effect, and she disappeared into the mist, burning furiously and in a sinking condition. In view of the mist and that she was steering at high speed at right angles to 'Lion', who was herself steaming at 28 knots, the 'Lion's' firing was very creditable.

Our Destroyers had reported the presence of floating mines to the Eastward and I considered it inadvisable to pursue her. It was also essential that the Squadrons should remain concentrated, and I accordingly ordered a withdrawal. The Battle Cruisers turned North and circled to port to complete the destruction of the vessel first engaged.

SINKING OF THE 'MAINZ'

She was sighted again at 1.25 p.m. steaming S.E. with colours still flying. 'Lion' opened fire with two turrets, and at 1.35 p.m., after receiving two salvos, she sank.

The four attached Destroyers were sent to pick up survivors, but I deeply regret that they subsequently reported that they searched the area but found none.

SUBMARINE ATTACK ON 'QUEEN MARY'

At 1.40 p.m. the Battle Cruisers turned to the Northward, and 'Queen Mary' was again attacked by a Submarine. The attack was avoided by the use of the helm. 'Lowestoft' was also unsuccessfully attacked. The Battle Cruisers covered the retirement until nightfall. By 6 p.m., the retirement having been well executed and all Destroyers accounted for, I altered course, spread the Light Cruisers, and swept northwards in accordance with the Commander-in-Chief's orders. At 7.45 p.m. I detached 'Liverpool' to Rosyth with German prisoners, 7 officers and 79 men, survivors from 'Mainz'. No further incident occurred.—I have the honour to be, Sir, your obedient Servant,

(Signed) DAVID BEATTY,
Vice-Admiral.

The Secretary of the Admiralty.

WORK OF THE CRUISER FORCE

'Euryalus',
28th September, 1914.

Sir,—I have the honour to report that in accordance with your orders a reconnaissance in force was carried out in the Heligoland Bight on the 28th August, with the object of attacking the enemy's Light Cruisers and Destroyers.

The forces under my orders (viz., the Cruiser Force, under Rear-Admiral H. H. Campbell, C.V.O., 'Euryalus', 'Amethyst', First and Third Destroyer

Flotillas and the Submarines) took up the positions assigned to them on the evening of the 27th August, and, in accordance with directions given, proceeded during the night to approach the Heligoland Bight.

ASSISTANCE RENDERED TO INJURED VESSELS

The Cruiser Force under Rear-Admiral Campbell, with 'Euryalus' (my Flagship) and 'Amethyst', was stationed to intercept any enemy vessels chased to the westward. At 4.30 p.m. on the 28th August these Cruisers, having proceeded to the eastward, fell in with 'Lurcher' and three other Destroyers, and the wounded and prisoners in these vessels were transferred in boats to 'Bacchante' and 'Cressy', which left for the Nore. 'Amethyst' took 'Laurel' in tow, and at 9.30 p.m. 'Hogue' was detached to take 'Arethusa' in tow. This latter is referred to in Commodore R. Y. Tyrwhitt's report, and I quite concur in his remarks as to the skill and rapidity with which this was done in the dark with no lights permissible.

INDIVIDUAL SERVICES MENTIONED

Commodore Reginald Y. Tyrwhitt was in command of the Destroyer Flotillas, and his report is enclosed herewith. His attack was delivered with great skill and gallantry, and he was most ably seconded by Captain William F. Blunt, in 'Fearless', and the Officers in command of the Destroyers, who handled their vessels in a manner worthy of the best traditions of the British Navy.

Commodore Roger J. B. Keyes, in 'Lurcher', had, on the 27th August, escorted some Submarines into positions allotted to them in the immediate vicinity of the enemy's coast. On the morning of the 28th August, in company with ' Firedrake ', he searched the area to the southward of the Battle Cruisers for the enemy's Submarines, and subsequently, having been detached, was present at the sinking of the German Cruiser ' Mainz ', when he gallantly proceeded alongside her and rescued 220 of her crew, many of whom were wounded. Subsequently he escorted ' Laurel ' and ' Liberty ' out of action, and kept them company till Rear-Admiral Campbell's Cruisers were sighted.

As regards the Submarine Officers, I would specially mention the names of :—

(a) Lieutenant-Commander Ernest W. Leir. His coolness and resource in rescuing the crews of the ' Goshawk's ' and ' Defender's ' boats at a critical time of the action were admirable.

(b) Lieutenant-Commander Cecil P. Talbot. In my opinion, the bravery and resource of the Officers in command of Submarines since the war commenced are worthy of the highest commendation.

I have the honour to be, Sir,

Your obedient Servant,

A. H. CHRISTIAN,

Rear-Admiral.

The Secretary, Admiralty.

WORK OF DESTROYER FLOTILLA

*H.M.S. 'Lowestoft',**26th September, 1914.*

Sir,—I have the honour to report that at 5 a.m. on Thursday, 27th August, in accordance with orders received from Their Lordships, I sailed in 'Arethusa', in company with the First and Third Flotillas, except 'Hornet', 'Tigress', 'Hydra', and 'Loyal', to carry out the prearranged operations. H.M.S. 'Fearless' joined the Flotillas at sea that afternoon.

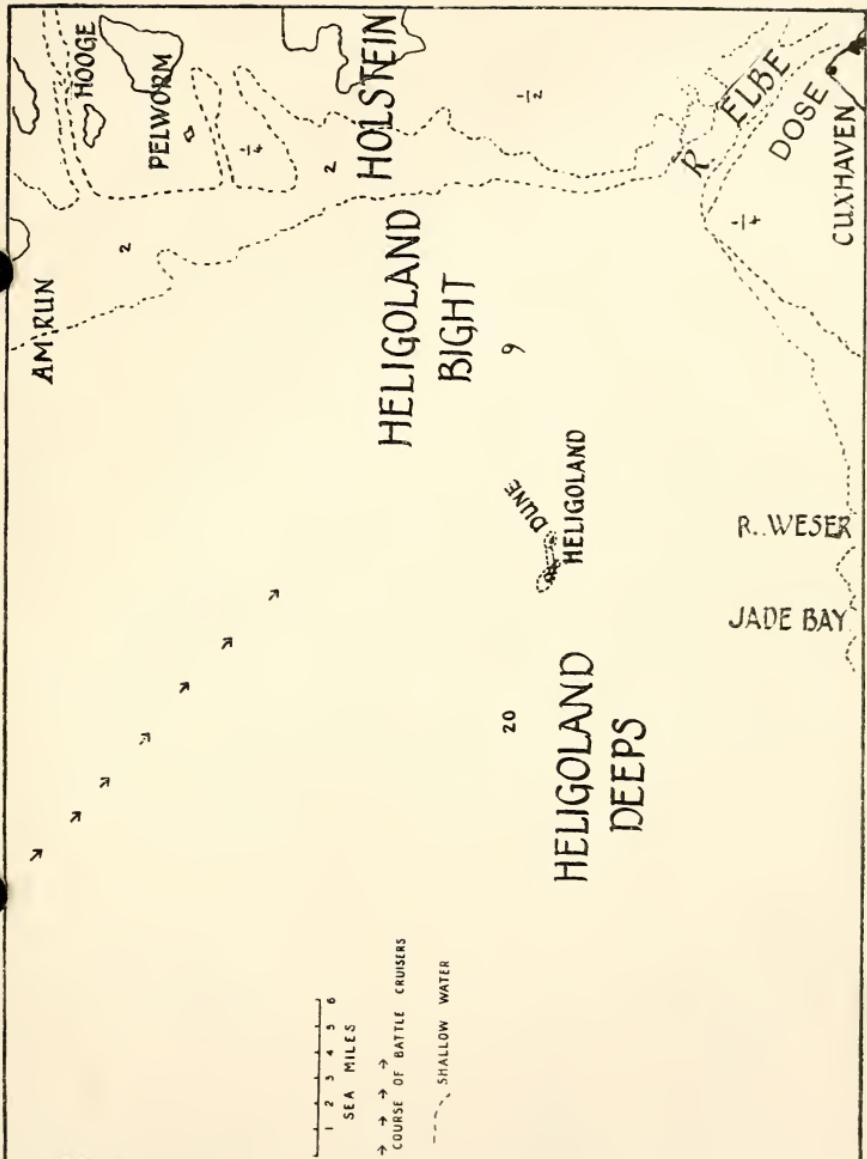
At 6.53 a.m. on Friday, 28th August, an enemy's Destroyer was sighted, and was chased by the 4th Division of the Third Flotilla.

From 7.20 to 7.57 a.m. 'Arethusa' and the Third Flotilla were engaged with numerous Destroyers and Torpedo Boats which were making for Heligoland; course was altered to port to cut them off.

ENEMY CRUISERS ENGAGED

Two Cruisers, with 4 and 2 funnels respectively, were sighted on the port bow at 7.57 a.m., the nearest of which was engaged. 'Arethusa' received a heavy fire from both Cruisers and several Destroyers until 8.15 a.m., when the four funnelled Cruiser transferred her fire to 'Fearless'.

Close action was continued with the two funnelled Cruiser on converging courses until 8.25 a.m., when a 6-inch projectile from 'Arethusa' wrecked the fore bridge of the enemy, who at once turned away in the direction of Heligoland, which was sighted slightly on the starboard bow at about the same time.



HEILIGOLAND AND THE COAST

HELI^GOLAND.
BIGHT

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7

8

5

NOR-

NORTH
CHANNEL

6

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CHART OF HELIGOLAND

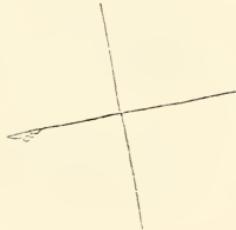
HELIGOLAND

24

— 10 CABLES
ONE SEA MILE

SOUTH
CHANNEL

15



6

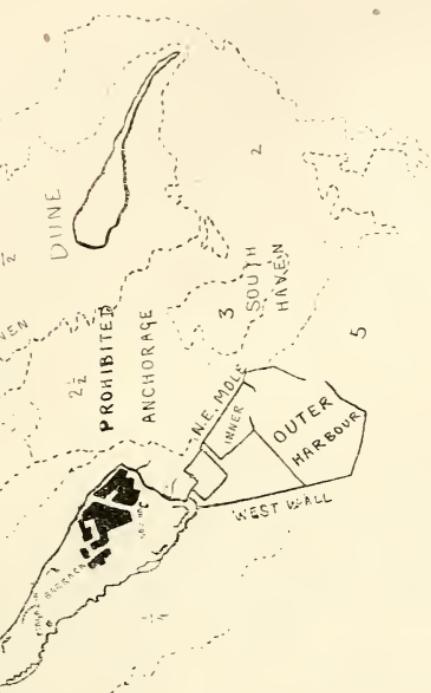
ANCHORAGE
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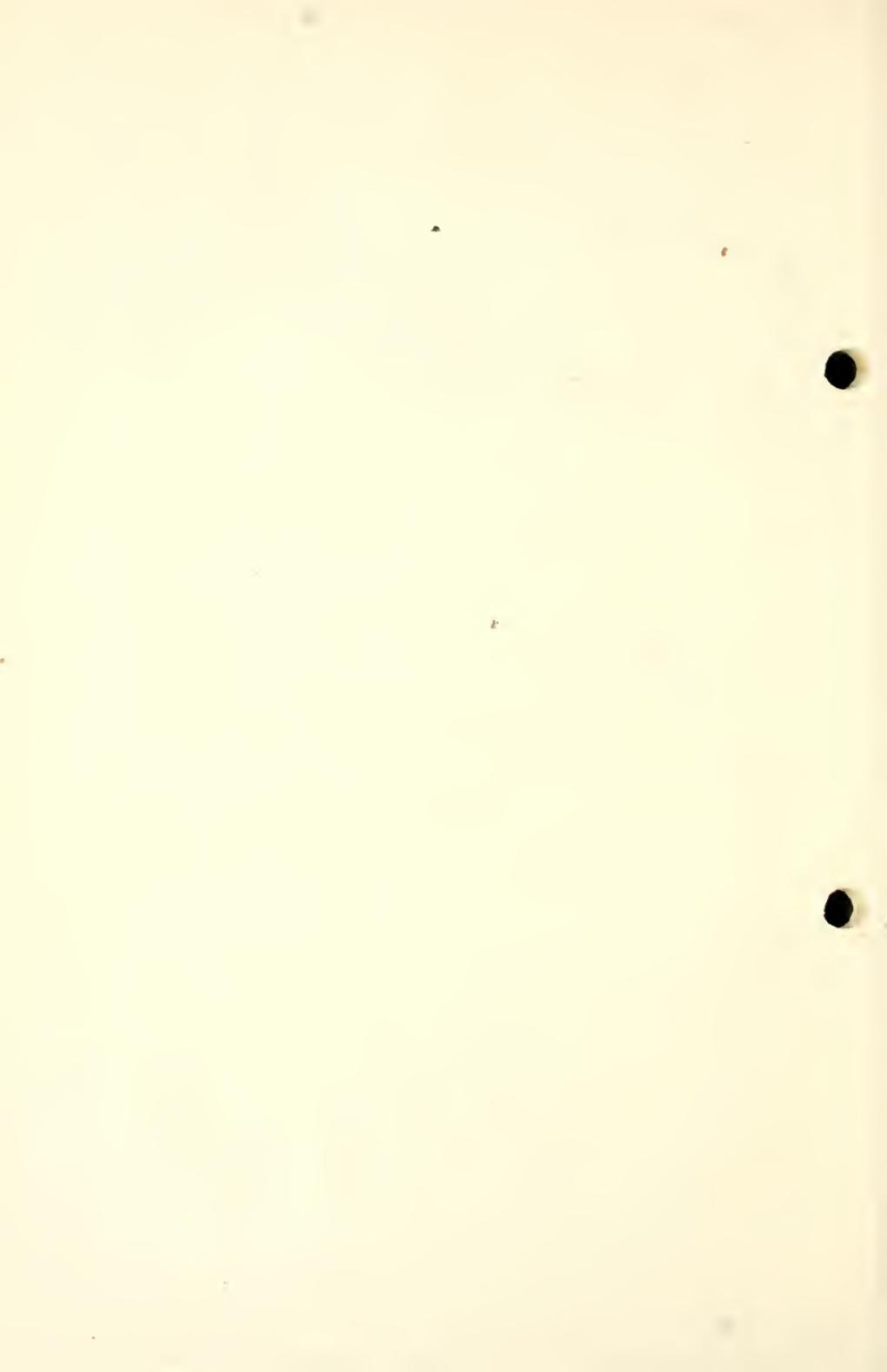
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HELIGOLAND
DEPTHS

8

ANCHORAGE
FOR LARGE
VESSELS





All ships were at once ordered to turn to the westward, and shortly afterwards speed was reduced to 20 knots.

DAMAGE DONE TO THE 'ARETHUSA'

During this action 'Arethusa' had been hit many times, and was considerably damaged ; only one 6-inch gun remained in action, all other guns and torpedo tubes having been temporarily disabled.

Lieutenant Eric W. P. Westmacott (Signal Officer) was killed at my side during this action. I cannot refrain from adding that he carried out his duties calmly and collectedly, and was of the greatest assistance to me.

A fire occurred opposite No. 2 gun port side caused by a shell exploding some ammunition, resulting in a terrific blaze for a short period and leaving the deck burning. This was very promptly dealt with and extinguished by Chief Petty Officer Frederick W. Wrench, O.N. 158630.

The Flotillas were re-formed in Divisions and proceeded at 20 knots. It was now noticed that 'Arethusa's' speed had been reduced.

SINKING OF AN ENEMY DESTROYER

'Fearless' reported that the 3rd and 5th Divisions of the First Flotilla had sunk the German Commodore's Destroyer and that two boats' crews belonging to 'Defender' had been left behind as our Destroyers had been fired upon by a German Cruiser during their act of mercy in saving the survivors of the German Destroyer.

ENGAGEMENT WITH ENEMY CRUISERS

At 10 a.m., hearing that Commodore (S) in 'Lurcher' and 'Firedrake' were being chased by Light Cruisers, I proceeded to his assistance with 'Fearless' and the First Flotilla until 10.37 a.m., when, having received no news and being in the vicinity of Heligoland, I ordered the ships in company to turn to the westward.

All guns except two 4-inch were again in working order, and the upper deck supply of ammunition was replenished.

At 10.55 a.m. a four funnelled German Cruiser was sighted, and opened a very heavy fire at about 11 o'clock.

Our position being somewhat critical, I ordered 'Fearless' to attack, and the First Flotilla to attack with torpedoes, which they proceeded to do with great spirit. The Cruiser at once turned away, disappeared in the haze and evaded the attack.

About 10 minutes later the same Cruiser appeared on our starboard quarter. Opened fire on her with both 6-inch guns; 'Fearless' also engaged her, and one Division of Destroyers attacked her with torpedoes without success.

The state of affairs and our position was then reported to the Admiral Commanding Battle Cruiser Squadron.

We received a very severe and almost accurate fire from this Cruiser; salvo after salvo was falling between 10 and 30 yards short, but not a single shell

struck ; two torpedoes were also fired at us, being well directed, but short.

The Cruiser was badly damaged by 'Arethusa's' 6-inch guns and a splendidly directed fire from 'Fearless,' and she shortly afterwards turned away in the direction of Heligoland.

SINKING OF THE 'MAINZ'

Proceeded, and four minutes later sighted the three funnelled Cruiser 'Mainz'. She endured a heavy fire from 'Arethusa' and 'Fearless' and many Destroyers. After an action of approximately 25 minutes she was seen to be sinking by the head, her engines stopped, besides being on fire.

At this moment the Light Cruiser Squadron appeared, and they very speedily reduced the 'Mainz' to a condition which must have been indescribable.

I then recalled 'Fearless' and the Destroyers, and ordered cease fire.

We then exchanged broadsides with a large, four funnelled Cruiser on the starboard quarter at long range, without visible effect.

The Battle Cruiser Squadron now arrived, and I pointed out this Cruiser to the Admiral Commanding, and was shortly afterwards informed by him that the Cruiser in question had been sunk and another set on fire.

STATE OF THE WEATHER

The weather during the day was fine, sea calm, but visibility poor, not more than 3 miles at any

time when the various actions were taking place, and was such that ranging and spotting were rendered difficult.

WITHDRAWAL OF THE FLOTILLA

I then proceeded with 14 Destroyers of the Third Flotilla and 9 of the First Flotilla.

'Arethusa's' speed was about 6 knots until 7 p.m., when it was impossible to proceed any further, and fires were drawn in all boilers except two, and assistance called for.

At 9.30 p.m. Captain Wilmot S. Nicholson, of the 'Hogue', took my ship in tow in a most seamanlike manner, and, observing that the night was pitch dark and the only lights showing were two small hand lanterns, I consider his action was one which deserves special notice from Their Lordships.

I would also specially recommend Lieutenant-Commander Arthur P. N. Thorowgood, of 'Arethusa', for the able manner he prepared the ship for being towed in the dark.

H.M. Ship under my command was then towed to the Nore, arriving at 5 p.m. on the 29th August. Steam was then available for slow speed, and the ship was able to proceed to Chatham under her own steam.

INDIVIDUAL SERVICES

I beg again to call attention to the services rendered by Captain W. F. Blunt, of H.M.S. 'Fearless', and the Commanding Officers of the Destroyers of the First and Third Flotillas, whose gallant attacks

on the German Cruisers at critical moments undoubtedly saved 'Arethusa' from more severe punishment and possible capture.

I cannot adequately express my satisfaction and pride at the spirit and ardour of my Officers and Ship's Company, who carried out their orders with the greatest alacrity under the most trying conditions, especially in view of the fact that the ship, newly built, had not been 48 hours out of the Dockyard before she was in action.

It is difficult to specially pick out individuals, but the following came under my special observation :—

H.M.S. 'Arethusa'.

Lieutenant-Commander Arthur P. N. Thorowgood, First Lieutenant, and in charge of the After Control.

Lieutenant-Commander Ernest K. Arbuthnot (G.), in charge of the Fore Control.

Sub-Lieutenant Clive A. Robinson, who worked the range-finder throughout the entire action with extraordinary coolness.

Assistant Paymaster Kenneth E. Badcock, my Secretary, who attended me on the bridge throughout the entire action.

Mr. James D. Godfrey, Gunner (T), who was in charge of the torpedo tubes.

The following men were specially noted :—

Armourer Arthur F. Hayes, O.N. 342026 (Ch.).

Second Sick Berth Steward George Trolley, O.N. M.296 (Ch.).

Chief Yeoman of Signals Albert Fox, O.N. 194656 (Po.), on fore bridge during entire action.

Chief Petty Officer Frederick W. Wrench, O.N. 158630 (Ch.) (for ready resource in extinguishing fire caused by explosion of cordite).

Private Thomas Millington, R.M.L.I., No. Ch. 17417.

Private William J. Beirne, R.M.L.I., No. Ch. 13540.

First Writer Albert W. Stone, O.N. 346080 (Po.).

I also beg to record the services rendered by the following Officers and Men of H.M. Ships under my orders :—

H.M.S. 'Fearless'.

Mr. Robert M. Taylor, Gunner, for coolness in action under heavy fire.

The following Officers also displayed great resource and energy in effecting repairs to 'Fearless' after her return to harbour, and they were ably seconded by the whole of their staffs :—

Engineer Lieutenant-Commander Charles de F. Messervy.

Mr. William Morrissey, Carpenter.

H.M.S. 'Goshawk'.

Commander The Hon. Herbert Meade, who took his Division into action with great coolness and nerve, and was instrumental in sinking the German Destroyer 'V.187', and, with the boats of his Division, saved the survivors in a most chivalrous manner.

H.M.S. 'Ferret'.

Commander Geoffrey Mackworth, who, with his Division, most gallantly seconded Commander Meade of 'Goshawk'.

H.M.S. 'Laertes'.

Lieutenant-Commander Malcolm L. Goldsmith, whose ship was seriously damaged, taken in tow, and towed out of action by 'Fearless'.

Engineer Lieutenant-Commander Alexander Hill, for repairing steering gear and engines under fire.

Sub-Lieutenant George H. Faulkner, who continued to fight his gun after being wounded.

Mr. Charles Powell, Acting Boatswain, O.N. 209388, who was gunlayer of the centre gun, which made many hits. He behaved very coolly, and set a good example when getting in tow and clearing away the wreckage after the action.

Edward Naylor, Petty Officer, Torpedo Gunner's Mate, O.N. 189136, who fired a torpedo which the Commanding Officer of 'Laertes' reports undoubtedly hit the 'Mainz', and so helped materially to put her out of action.

Stephen Pritchard, Stoker Petty Officer, O.N. 285152, who very gallantly dived into the cabin flat immediately after a shell had exploded there, and worked a fire hose.

Frederick Pierce, Stoker Petty Officer, O.N. 307943, who was on watch in the engine room and behaved with conspicuous coolness and resource when a shell exploded in No. 2 boiler.

H.M.S. 'Laurel'.

Commander Frank F. Rose, who most ably commanded his vessel throughout the early part of the action, and after having been wounded in both legs, remained on the bridge until 6 p.m., displaying great devotion to duty.

Lieutenant Charles R. Peploe, First Lieutenant, who took command after Commander Rose was wounded, and continued the action till its close, bringing his Destroyer out in an able and gallant manner under most trying conditions.

Engineer Lieutenant-Commander Edward H. T. Meeson, who behaved with great coolness during the action, and steamed the ship out of action, although she had been very severely damaged by explosion of her own lyddite, by which the after funnel was

nearly demolished. He subsequently assisted to carry out repairs to the vessel.

Sam Palmer, Leading Seaman (G.L. 2) O.N. 179529, who continued to fight his gun until the end of the action, although severely wounded in the leg.

Albert Edmund Sellens, Able Seaman (L.T.O.), O.N. 217245, who was stationed at the fore torpedo tubes ; he remained at his post throughout the entire action, although wounded in the arm, and then rendered first aid in a very able manner before being attended to himself.

George H. Sturdy, Chief Stoker, O.N. 285547, and

Alfred Britton, Stoker Petty Officer, O.N. 289893, who both showed great coolness in putting out a fire near the centre gun after an explosion had occurred there ; several lyddite shells were lying in the immediate vicinity.

William R. Boiston, Engine Room Artificer, 3rd class, O.N. M.1369, who showed great ability and coolness in taking charge of the after boiler room during the action, when an explosion blew in the after funnel and a shell carried away pipes and seriously damaged the main steam pipe.

William H. Gorst, Stoker Petty Officer, O.N. 305616.

Edward Crane, Stoker Petty Officer, O.N. 307275.

Harry Wilfred Hawkes, Stoker 1st class, O.N. K.12086.

John W. Bateman, Stoker 1st class, O.N. K.12100.

These men were stationed in the after boiler room and conducted themselves with great coolness during the action, when an explosion blew in the after funnel, and shell carried away pipes and seriously damaged the main steam pipe.

H.M.S. 'Liberty'.

The late Lieutenant-Commander Nigel K. W. Barttelot commanded the 'Liberty' with great skill and gallantry throughout the action. He was a

most promising and able Officer, and I consider his death is a great loss to the Navy.

Engineer Lieutenant-Commander Frank A. Butler, who showed much resource in effecting repairs during the action.

Lieutenant Henry E. Horan, First Lieutenant, who took command after the death of Lieutenant-Commander Barttelot, and brought his ship out of action in an extremely able and gallant manner under most trying conditions.

Mr. Harry Morgan, Gunner (T), who carried out his duties with exceptional coolness under fire.

Chief Petty Officer James Samuel Beadle, O.N. 171735, who remained at his post at the wheel for over an hour after being wounded in the kidneys.

John Galvin, Stoker Petty Officer, O.N. 279946, who took entire charge, under the Engineer Officer, of the party who stopped leaks, and accomplished his task although working up to his chest in water.

H.M.S. 'Laforey'.

Mr. Ernest Roper, Chief Gunner, who carried out his duties with exceptional coolness under fire.

I have the honour to be, Sir,
Your obedient Servant,
R. Y. TYRWHITT,
Commodore (T).

WORK OF SUBMARINES SINCE THE OUTBREAK
OF WAR

*H.M.S. 'Maidstone',
17th October, 1914.*

Sir,—In compliance with Their Lordships' directions, I have the honour to report as follows upon

the services performed by Submarines since the commencement of hostilities :—

RECONNAISSANCE IN HELIGOLAND BIGHT

Three hours after the outbreak of war, Submarines 'E.6' (Lieutenant-Commander Cecil P. Talbot), and 'E.8' (Lieutenant-Commander Francis H. H. Goodhart), proceeded unaccompanied to carry out a reconnaissance in the Heligoland Bight. These two vessels returned with useful information, and had the privilege of being the pioneers on a service which is attended by some risk.

PROTECTION OF TRANSPORTS

During the transportation of the Expeditionary Force the 'Lurcher' and 'Firedrake' and all the Submarines of the Eighth Submarine Flotilla occupied positions from which they could have attacked the High Sea Fleet, had it emerged to dispute the passage of our transports. This patrol was maintained day and night without relief, until the personnel of our Army had been transported and all chance of effective interference had disappeared.

OPERATIONS ON THE GERMAN COAST

These Submarines have since been incessantly employed on the Enemy's Coast in the Heligoland Bight and elsewhere, and have obtained much valuable information regarding the composition and movement of his patrols. They have occupied his waters and reconnoitred his anchorages, and, while so engaged, have been subjected to skilful and well-

executed anti-submarine tactics ; hunted for hours at a time by Torpedo Craft and attacked by gunfire and torpedoes.

ENGAGEMENT OFF HELIGOLAND

At midnight on the 26th August, I embarked in the 'Lurcher', and, in company with 'Firedrake' and Submarines 'D.2', 'D.8', 'E.4', 'E.5', 'E.6', 'E.7', 'E.8', and 'E.9' of the Eighth Submarine Flotilla, proceeded to take part in the operations in the Heligoland Bight arranged for the 28th August. The Destroyers scouted for the Submarines until nightfall on the 27th, when the latter proceeded independently to take up various positions from which they could co-operate with the Destroyer Flotillas on the following morning.

At daylight on the 28th August the 'Lurcher' and 'Firedrake' searched the area, through which the Battle Cruisers were to advance, for hostile Submarines, and then proceeded towards Heligoland in the wake of Submarines 'E.6', 'E.7', and 'E.8', which were exposing themselves with the object of inducing the enemy to chase them to the westward.

STATE OF THE WEATHER

On approaching Heligoland, the visibility, which had been very good to seaward, reduced to 5,000 to 6,000 yards, and this added considerably to the anxieties and responsibilities of the Commanding Officers of Submarines, who handled their vessels with coolness and judgment in an area which was necessarily occupied by friends as well as foes.

Low visibility and calm sea are the most unfavourable conditions under which Submarines can operate, and no opportunity occurred of closing with the Enemy's Cruisers to within torpedo range.

SINKING OF 'V.187'

Lieutenant-Commander Ernest W. Leir, Commanding Submarine 'E.4', witnessed the sinking of the German Torpedo Boat Destroyer 'V.187' through his periscope, and, observing a Cruiser of the 'Stettin' class close, and open fire on the British Destroyers which had lowered their boats to pick up the survivors, he proceeded to attack the Cruiser, but she altered course before he could get within range. After covering the retirement of our Destroyers, which had had to abandon their boats, he returned to the latter, and embarked a Lieutenant and nine men of 'Defender', who had been left behind. The boats also contained two Officers and eight men of 'V.187', who were unwounded, and eighteen men who were badly wounded. As he could not embark the latter, Lieutenant-Commander Leir left one of the Officers and six unwounded men to navigate the British boats to Heligoland. Before leaving he saw that they were provided with water, biscuit, and a compass. One German Officer and two men were made prisoners of war.

INDIVIDUAL SERVICES

Lieutenant-Commander Leir's action in remaining on the surface in the vicinity of the enemy and in a visibility which would have placed his vessel within

easy gun range of an enemy appearing out of the mist, was altogether admirable.

This enterprising and gallant Officer took part in the reconnaissance which supplied the information on which these operations were based, and I beg to submit his name, and that of Lieutenant-Commander Talbot, the Commanding Officer of 'E.6', who exercised patience, judgment and skill in a dangerous position, for the favourable consideration of Their Lordships.

SINKING OF THE 'HELA'

On the 13th September, 'E.9' (Lieutenant-Commander Max K. Horton) torpedoed and sank the German Light Cruiser 'Hela' six miles South of Heligoland.

A number of Destroyers were evidently called to the scene after 'E.9' had delivered her attack, and these hunted her for several hours.

EXAMINATION OF THE HELIGOLAND ANCHORAGE

On the 14th September, in accordance with his orders, Lieutenant-Commander Horton examined the outer anchorage of Heligoland, a service attended by considerable risk.

On the 25th September, Submarine 'E.6' (Lieutenant-Commander C. P. Talbot), while diving, fouled the moorings of a mine laid by the enemy. On rising to the surface she weighed the mine and sinker; the former was securely fixed between the hydroplane and its guard; fortunately, however, the horns of the mine were pointed outboard. The

weight of the sinker made it a difficult and dangerous matter to lift the mine clear without exploding it. After half an hour's patient work this was effected by Lieutenant Frederick A. P. Williams-Freeman and Able Seaman Ernest Randall Cremer, Official Number 214235, and the released mine descended to its original depth.

SINKING OF 'S.126'

On the 6th October, 'E.9' (Lieutenant-Commander Max K. Horton), when patrolling off the Ems, torpedoed and sank the enemy's destroyer, 'S.126.'

The enemy's Torpedo Craft pursue tactics which, in connection with their shallow draft, make them exceedingly difficult to attack with torpedo, and Lieutenant-Commander Horton's success was the result of much patient and skilful zeal. He is a most enterprising submarine officer, and I beg to submit his name for favourable consideration.

Lieutenant Charles M. S. Chapman, the Second in Command of 'E.9', is also deserving of credit.

DIFFICULTIES OF THE SUBMARINE WORK

Against an enemy whose capital vessels have never, and Light Cruisers have seldom, emerged from their fortified harbours, opportunities of delivering Submarine attacks have necessarily been few, and on one occasion only, prior to the 13th September, has one of our Submarines been within torpedo range of a Cruiser during daylight hours.

During the exceptionally heavy westerly gales

which prevailed between the 14th and 21st September, the position of the Submarines on a lee shore, within a few miles of the Enemy's coast, was an unpleasant one.

The short steep seas which accompany westerly gales in the Heligoland Bight made it difficult to keep the conning tower hatches open. There was no rest to be obtained, and even when cruising at a depth of 60 feet, the Submarines were rolling considerably, and pumping—*i.e.*, vertically moving about twenty feet.

I submit that it was creditable to the Commanding Officers that they should have maintained their stations under such conditions.

EAGERNESS TO SERVE IN THE BIGHT

Service in the Heligoland Bight is keenly sought after by the Commanding Officers of the Eighth Submarine Flotilla, and they have all shown daring and enterprise in the execution of their duties. These Officers have unanimously expressed to me their admiration of the cool and gallant behaviour of the Officers and men under their command. They are, however, of the opinion that it is impossible to single out individuals when all have performed their duties so admirably, and in this I concur.

SUBMARINES ENGAGED

The following Submarines have been in contact with the enemy during these operations :—

‘D.1’ (Lieutenant-Commander Archibald D. Cochrane).

- ‘ D.2 ’ (Lieutenant-Commander Arthur G. Jameson).
- ‘ D.3 ’ (Lieutenant-Commander Edward C. Boyle).
- ‘ D.5 ’ (Lieutenant-Commander Godfrey Herbert).
- ‘ E.4 ’ (Lieutenant-Commander Ernest W. Leir).
- ‘ E.5 ’ (Lieutenant-Commander Charles S. Benning).
- ‘ E.6 ’ (Lieutenant-Commander Cecil P. Talbot).
- ‘ E.7 ’ (Lieutenant-Commander Ferdinand E. B. Feilmann).
- ‘ E.9 ’ (Lieutenant-Commander Max K. Horton).

I have the honour to be, Sir,
Your obedient Servant,
(Signed) ROGER KEYES,
Commodore (S).

MEMORANDUM BY THE DIRECTOR OF THE AIR DEPARTMENT, ADMIRALTY

Commander Charles R. Samson, R.N., was in command of the Aeroplane and Armoured Motor Support of the Royal Naval Air Service (Naval Wing) at Dunkerque, between the dates 1st September to 5th October.

AEROPLANE SKIRMISHES IN SEPTEMBER

During this period several notable air reconnaissances were made, and skirmishes took place. Of these particular mention may be made of the

Aeroplane attack on 4th September on 4 enemy cars and 40 men, on which occasion several bombs were dropped ; and of the successful skirmishes at Cassel on 4th September, Savy on 12th September, Aniche on 22nd September, Orchies on 23rd September.

ATTACK ON DÜSSELDORF (SEPT. 22)

On the 22nd September, Flight Lieutenant C. H. Collet, of the Royal Naval Air Service (Naval Wing of the Royal Flying Corps), flying a Sopwith tractor biplane, made a long flight and a successful attack on the German Zeppelin Airship Shed at Düsseldorf.

Lieutenant Collet's feat is notable—gliding down from 6,000 feet, the last 1,500 feet in mist, he finally came in sight of the Airship Shed at a height of 400 feet, only a quarter of a mile away from it.

ATTACK ON DÜSSELDORF (OCT. 8)

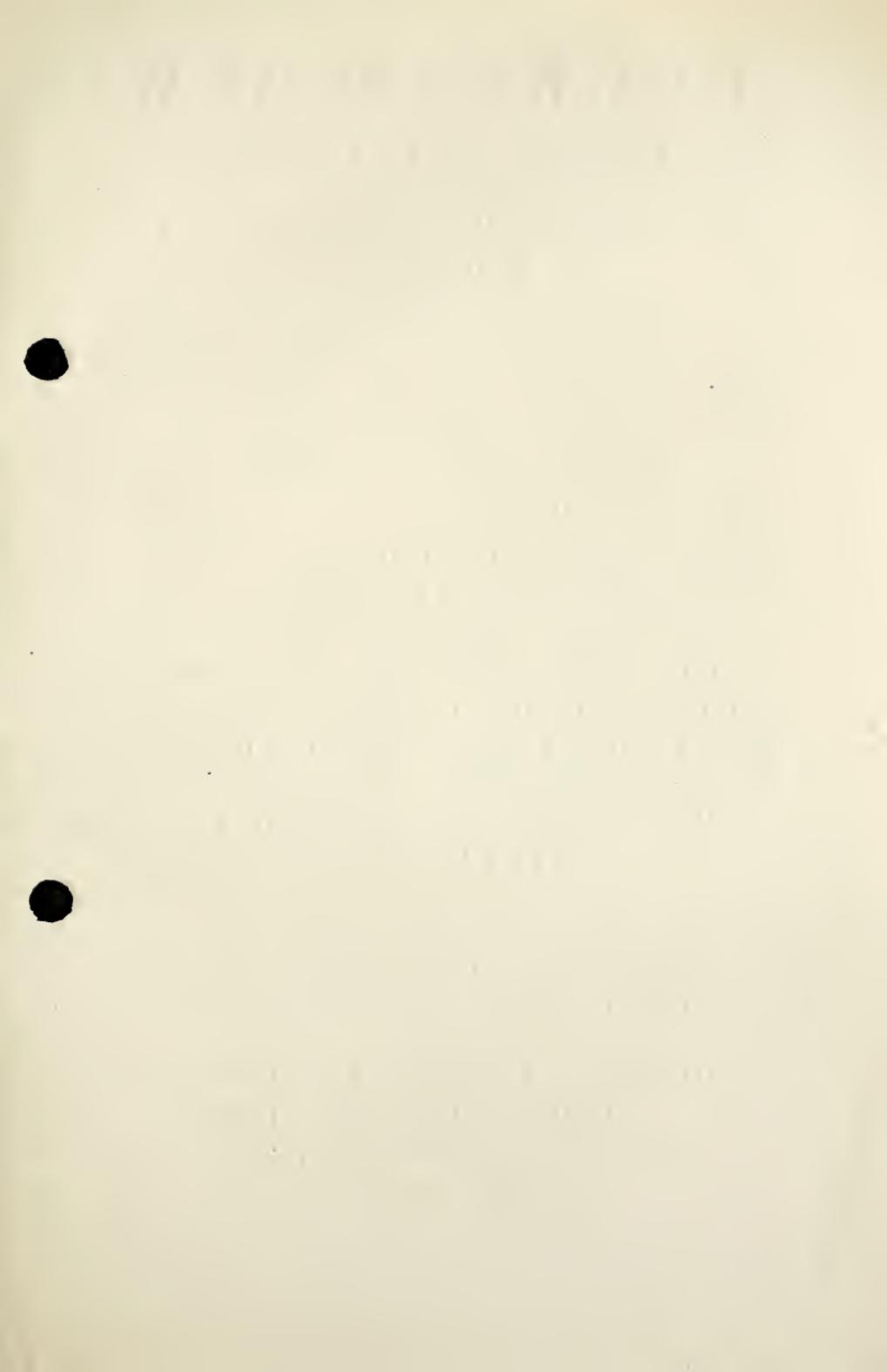
Flight Lieutenant Marix, acting under the orders of Squadron Commander Spenser Grey, carried out a successful attack on the Düsseldorf airship shed during the afternoon of the 8th October. From a height of 600 feet he dropped two bombs on the shed, and flames 500 feet high were seen within thirty seconds. The roof of the shed was also observed to collapse.

Lieutenant Marix's machine was under heavy fire from rifles and mitrailleuse and was five times hit whilst making the attack.

FLIGHT TO COLOGNE

Squadron Commander Spenser Grey, whilst in charge of a flight of naval aeroplanes at Antwerp, penetrated during a $3\frac{3}{4}$ hours' flight into the enemy's country as far as Cologne on the 8th October. He circled the city under fire at 600 feet and discharged his bombs on the military railway station. Considerable damage was done.

11th October, 1914.



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