NAVAL ATTACHE'S REPORTS

O.N.I.

MARCH *1915*

March - 1915 - T3

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Nation.....Turkey. Port.....Constantinople.
Report from U.S.S.SCORPION.
Date of Report...March 1,1915.

1. Following is a list of the Turkish fleet as it exists at present.This is,I believe,nearly complete,and vessels appearing in"Jane's Fighting Ships,1913",which are not on this list,have,as far as Canan determine,been lost,destroyed,condemned,or unfit for use.Where I have made note of the batteries,the actual battery differs from that given in Jane.In some cases his classification and tonnage is not correct according to information here,but the differences are small.The names are confusing,hard to obtain,as they are in Turkish,and the English spelling is mostly phonetic.

Name.	Class	Remarks
Sultan Selim (Goeben)	Battle-Cruiser	See list of German ships in Jane.Said to have hull badly damaged.Now undergoing repairs at Stenia.
Haireddin Barbarosse	Battleship	
Torgut Reis	" " "	
Muin-i-Zaffer	Coast Defence	4-6 in;2-3 in;2-57 mm.
Midilli (Breslau)	Protected Cruiser	See list of German ships in Jane.Now in dry dock,in Golden Horn,repairing,but unable to get particulars.
Hamidieh	Protected Cruiser	Has 6-3 in;in place of 2-3 pdrs.
Medjidieh	Protected Cruiser	Has 6-47 mm;in place of 3-pdrs,and 1-pdrs.
Peik-i-Shevket	Torpedo Gunboat	
Birki-Satvet	" " " " " "	
Burak Reis	Gunboat)	(4-120 mm: 3-76 mm:
Hefiz,or Hidziz,	" " " :	:2-47 mm: 2 Hotchkiss.
Issar,or Glassia Reis	" " ")	(Hefiz Reis,and Issar
Marmaris	" " ")	(Reis - 420 tons.
Nerchehir	Gunboat	
Tachkeupru	" " "	2-57 mm; 2-47 mm.
Zuhof,or Zoas	" " "	4-57 mm.
Yozgad	" " "	2-57 mm: 2-47 mm.
Nourilbahir	" " "	1-76 mm: 3-47 mm.
Nasri	Gunboat)	(198 tons; 2-57 mm.
Seyar	" " " :	:2-47 mm.
Chifket Nouma	" " ")	(
Barik-i-Zafir	" " ")	(
Aidin Reis	Gunboat)	(510 tons. 2-4 in;
Douruk Reis	" " " :	:2-47 mm: 2-10 mm: R.F.
Reviza	" " ")	(machine.
Lakis	" " ")	(
Karasund	Mine Depot Ship	
Tiri-Mudjian	Repair Ship	
Karia-Denez	Transport	
Ak-Denez	" " "	
Bahr-Ahmed	" " "	
Rechid-Pacha	" " "	
Gul Djemiad	" " "	
Halep	" " "	
Cefket Pacha	" " "	Reported sunk
Hela	" " "	
Alesandra	" " "	
Sabah	" " "	
Constantin	" " "	
Mermereh	" " "	
Sejah	" " "	

(See Paragraph 4, Instructions of October 3, 1899.) **Need not be returned.**

SUBJECT Italian Submarines sent to Venice.

From T *No.* 66. *Date* March 1, 1915.

Replying to O. N. I. No. ——— *Date* ———

1. I understand for strategic reasons that the submarine flotilla of the Italian Navy will be mobilized at Venice. During the last week the following submarines have arrived there:- GLAUCO, SQUALO, TRICHECO, FOCA, ALGO, SALPA, JALEA, JANTINA, ZOEA, ATROPO, The DELFINO is always there. There is another submarine on her way at thr present time. This is undoubtedly a precaution taken against the declaration of war by Italy against Austria.

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LOSS of AMERICAN STEAMERS "EVELYN" and " CARIB".

Z 137 March 3, 1915.

Reference:- Z-135 of February 24, 1915.

A full investigation of this loss with testimony taken under oath before the U.S. Consul at Bremerhaven is to be forwarded by the Consul to the State Department as soon as it can be written up. In the meantime to clear up some points for the Ambassador I went to Bremen and had a talk with each of the captains.

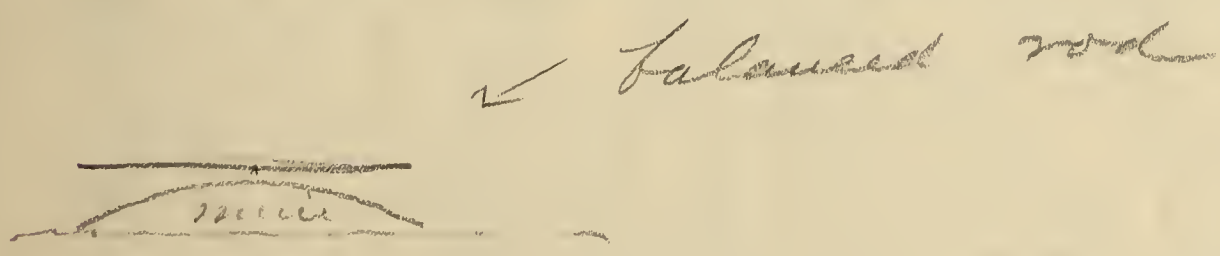
Captain E d g a r L. C o l e of the steamer "CARIB" says that he came to the Nab Lightship (Isle of Wight) and took a Trinity House pilot who took the ship to the Downs where they anchored. Owing to bad weather the boarding officer could not come aboard for two days.

The ship was cleared some hours after being boarded.

The boarding officer whom he thought had the rank of Lieutenant (R.N.R.) showed him the courses which was considered best to get to the Hoek of Holland, but expressly stated he gave no advise as to the route to be pursued whether by way of Farn Island or by the Dutch coast.

Captain C o l e proceeded under British pilotage to the Sunk Lightship where the pilot left him. He then went to Galloper Lightship and to North Huider Lightship where he anchored for the night. In the morning he proceeded to the Shuan Lightship and counted 14 drifting mines between North Huider and Shuan Lightships.

He described these mines in a sketch as follows:-



He made the Mass Lightship and went to the Hook of Holland to get a pilot who was to be provided for him by his agents.

The next day the pilot came down and although the man afterwards turned out to be not a licensed Dutch government pilot, yet, he had commanded ships and appeared to know his business. Anyhow he was the pilot furnished by his agents.

As the logbook was lost in the accident for various matters the capatin had to rely on his memory in his statements

He proceeded to make the trip to the mouth of the Weser over the course followed successfully by American cotton ships which have been coming to Bremerhaven lately.

At about 11 a.m. February 22d in hazy weather about 10 miles N by W of Norderney Lighthouse an explosion occurred under the fire-room which broke the back of the ship, blew up the boiler and covered the ship with coal dust so that for some minutes nothing could be seen.

The boats were manned, lowered, and all hands rescued except the engineer, fireman and coal passer of the watch.

The boats were picked up 1 1/2 hours afterwards by the German naval patrolling steamer "ANNIE BUSSEY" which had been anchored about three miles away from the scene of the accident.

The "ANNIE BUSSEY" did not seem to have heard the explosion. Captain C o l e reports that he was treated with great consideration. Owing to a heavy fog the patrol boat could not go in for two days, but sent a wireless message to Wilhelmshaven where they were subsequently landed.

Captain C o l e said he had no reason to believe that there was a submarine boat involved, but considered he had run into a mine field. If the weather had not been thick he feels that the German patrol boat would have sighted him and guided him safely through.

From something he has heard he understood that the mines are so arranged that a ship may catch a line connecting mines together and swing one or more around so as to explode against the ship amidships.

Captain C o l e is a Clyde Line captain of many years standing and appeared to be a reliable and intelligent man and one who stated all he knew without reservation or bias.

Captain D a v i d T. S m i t h of the steamer "EVELYN" stated that he took a pilot off the Nab and anchored in the Downs. Was boarded by a British Lieutenant (R.N.R.) at 8 in the evening. Permission to continue the voyage was given at 4 a.m. The British boarding officer drew on the chart two routes, one via Holland, as far as the Mass light vessel, the other to Farn Island. He said these routes were considered the safest, but he had no authority to direct or advise which was to be followed, all he would say was that the other American cotton vessels which had taken the route via Holland had gotten through safely. He gave no information in regard to courses to be followed beyond the Mass Lightship.

The "EVELYN" put into Rotterdam for a pilot, coal and water. Coal could not be obtained but he got a pilot and some water to steady the ship which was cranky because of nearly empty bunkers. According to his reckoning 10 miles E.N.E. from the regular position of Borkum lightship at about 4 a.m. an explosion under the bow occurred which blew up the fore peake and the ship settled. The boats were manned and lowered in about 15 minutes when just as he was leaving the ship a second explosion at the bow occurred which blew up more of the ship forward.

The ship had no headway at the time of the second explosion. It would appear that the ship struck a mine which exploded and subsequently the bow settled on another mine, or in some way drifted over another mine. There was no reason to suppose that there was a submarine or other vessel in the vicinity.

The crew were 30 hours in the open boats and nearly exhausted when one boat was picked up by the German naval patrol boat "SENATOR STRAT". The "SENATOR STRAT" sent a radio message to Wilhelmshaven and the commandant sent out a hydro-aeroplane and two torpedo boats which located the missing boat. One man had died in this boat from exhaustion.

Captain Smith told his story and answered questions frankly and without reservation.

(See Paragraph 4, Instructions of October 31, 1900.) *Need not be returned.*

SUBJECT NEUTRAL TRADE TO ENGLAND DURING SUBMARINE BLOCKADE.

From Z No. 138 Date March 3, 1915., 191

Replying to O. N. I. No. Date, 191

The Swedish Naval Attaché tells me that he thinks the Naval Conference between Norway, Denmark and Sweden, now being held at Copenhagen have decided to convoy their ships bound to England. For this purpose some converted cruisers are to be used in order not to endanger their men-of-war.

The converted cruisers will have naval officers and crew and will be painted to be easily distinguished.

Contraband is not to be allowed on ships under convoy. He believes that they will be forced by Germany to consider as contraband in trading to England articles which England claims as contraband for neutral trading to Germany.

(See Paragraph 4, Instructions of November 1, 1909.) Need not be returned.

MAR 29 1915

SUBJECT LOSS of AMERICAN STEAMERS "EVELYN" and "CARIB".

From Z No. 139 Date March 3, 1915., 191

Replying to O. N. I. No. Date, 191

I forward herewith a copy of the notices to mariners with items concerning the danger involved in approaching the German coast otherwise than as laid down in these notices.

I am informed by the Admiralty Staff that these notices were sent to all neutral countries through the usual diplomatic channels as soon as they were published.

Translations.

3161/14 SHIPPING IN THE NORTH SEA. STATEMENTS.
A IV 11563, November 9, 1914.

The British government, on the 3d of November 1914, has, under the false accusation that Germany had laid mines in the North Sea by Hospitalships and merchant-ships under a neutral flag, published a proclamation for shipping to and in the North Sea, in which the ships were recommended, under the pretense of the danger of mines, to take the course through the English Channel, the Downs and alongside of the English east coast and at the same time warnings were given against the route through the northern North Sea, around the Orkneys and the Shetland Islands, on account of the possible danger of mines.

Attention must be invited to the fact that the waters of the northern North Sea, inclusive the line from the Hebrides over the Farö Islands to Island, the waters of the Norwegian coast and in the Skagerrack all have depths which exclude all possibility of laying mines. On the other hand it is well known that in the Southern North Sea and in the English Channel numerous mines, and as has been determined, of English and French origin, are drifting around, which are not yet brought to explosion, and that in many places along the route of the English coast, recommended by England, mines have been laid, some of them having been found drifting about.

For shipping the route recommended by England through the Channel, through the Downs and alongside the English east coast forms therefore a severe danger, while the route through the northern North Sea is free of mines and therefore without danger.

2770/14 GERMANY . STEERING DESTINATION OF NORTH SEA PORTS. INSTRUCTIONS.

As steering point for merchantships to the North Sea ports of the J a d e , W e s e r , E l b e , and E i d e r, the Listertief Buoy has been designated. The steering towards the Ems remains as in time of peace. The regulations of N.f.S. 14-2248, Chiffre 2, Section 2 on page 1, 2289 , Chiffre 2, Section 2, of page 33, and 2423, Section 3 on page 2, are at the same time countermanded.

Approximate position of the Listertief-Buoy:
55° 3 3/4 ' N, 8° 17 1/2' O.

2373/14 GERMAN BAY. WARNING.
H. 6944, August 24th 1914.

During the war, ships which run without the regulation lights or which anchor, expose themselves to be fired at. (In the German Bay of the North Sea.) At night no merchantships or fishing craft etc. are permitted to approach the German Bay.

Shb. North Sea. Eastern portion. 1911. S. 25.

3093/14 GERMAN BAY. REGULATION OF SHIPPING.
~~MXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
H. 9343, November 4, 1914.

The following regulations regarding the shipping in the German Bay are published in addition to N.f.S. 14-2770 on page 31:-

1. The steering on of steamships on the German coast, running up mouths of rivers and the leaving from it is only permitted from sunrise to sunset in clear weather. Ships which attempt it in the darkness or in foggy weather, expose themselves to be fired on.

2. All merchantships bound for the E i d e r, E l b e , W e s e r , and J a d e have to stop first at the Listertief-Buoy. Ships designated for the E m s can go at once directly to their destination.

3. Beginning at the Listertief Buoy, in the interest of the safety of the ships, unconditional pilot compulsion commences. The pilotsa are detailed from the pilot steamer there. The orders of the pilot will have to be followed unconditionally. Whoever does not follow out the directions of the pilot, or who does not takea pilot to the German Bay exposes himself to great danger.

4. If pilots can not be obtained on account of bad weather or for some other reasons, they will have to anchor, or return to the sea.

5. Departing steamers receive their pilots and directions from the port authorities.

6. The same regulations hold good for foreign men-of-war.

7. Shipping for sailing vessels to and from the ports of the German Bay is, on account of the accompanying danger, discontinued.

8. The regulations of the N. f.S. (News for Mariners) 14-3248 on page 1 concerning the regulation of shipping in the fortified ports and mouths of rivers, are with the exception of the second section of Chiffre 2, which is countermanded, not changed.

Approximate position of Lstertief-Buoy :-
55° 3 3/4' N, 8° 17 1/2' O.

33/15. GERMAN BAM and SAILING TO IT. WARNING.

Sailing into the German Bay and the waters immediately bordering on it, with the exception of the routes given in News for Mariners 14-2770 and 3093 on page 31 and 32 for the steering on to the German river mouths, is connected with great danger. Warning is therefore given against fishing and sailing in these waters.

As English craft under the use of neutral flags and appearing to be fishing, are performing service as observers and spies for the English fleet, the German fleet is compelled to take all necessary military measures against any suspicious vessel. For the safety of shipping it is recommended to avoid the above mentioned waters.

Shb. North Sea (Eastern Part, 1911, S.25 and supplement.

March 3, 1915

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The American Embassy was advised through the Note Verbale of November 14, 1914, No. II U 4970, of the regulations governing shipment in the German Bight of the North Sea. According to them, all vessels bound for German North Sea ports should steer to the Lister-Deep Buoy and there take on a German pilot who can be picked up from the pilot ship station there, as he is the only person able to give reliable information regarding the safe navigation of the German Bight. The American cotton steamers "Evelyn" and "Carib" endeavored, contrary to these regulations, to reach the mouth of the Weser river by sailing along the East-Frisian coast islands without making for the Lister Deep and without taking on a German pilot. In consequence they ran upon mines. Subsequent investigations have shown that the captain of the steamer "Evelyn" was acquainted with the regulations and disregarded them merely in order to make a record and to save time, while the captain of the "Carib" alleges to have had no knowledge of such regulations. The American cotton steamer "Osmulgu" (Osmulgee?) also followed the wrong route. Thanks, however, to a piece of good fortune, she was able to reach her destination and did not share the fate of the two other vessels.

Each of the three steamers had taken on a Dutch pilot in Rotterdam. According to the facts thus far established, these persons were not reliable. As it does not appear impossible that the pilot service is being subjected by hostile parties to influences tending

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to endanger neutral shipping bound for German waters, care has been taken to call once more the particular attention of the representatives of the American steamship Lines in Holland to the regulations published in the "Nachrichten für Seefahrer". Furthermore, the Admiralty has caused the following announcement to be printed in the same publication:

" Frequent accidents warrant further reference to the directions published in the "Nachrichten für Seefahrer", Nos. 2770 and 3093, 1914, and 33, 1915, regarding the approaches to German river mouths from the North Sea and to the urgent warning against the route along the East-Frisian Islands. All vessels proceeding from the Dutsch coast to the Heligoland Bight are recommended to steer from the Terschelling Lightship first to about 55 degrees North Latitude and then to the Lister Deep Buoy"

Reference is, however, again made, at the same time, to the fact that the Northern Route around Scotland to Lister Deep Buoy as recommended in the "Nachrichten für Seefahrer No. 3161, 1914, offers the greatest freedom from danger.

The Imperial Foreign Office has the honor to suggest to the American Embassy the advisability of acquainting its Government of the foregoing information.

Berlin, March 3, 1915.

(See Paragraph 4, Instructions of October 31, 1900.) *Need not be returned.*

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(1)

SUBJECT LOSS OF AMERICAN STEAMERS "EVELYN" and "CARIB".

From Z No. 144 Date March 4, 1915., 191

Replying to O. N. I. No. Date, 191

When replying to cabled inquiries as to the position where the "EVELYN" and "CARIB" were lost, I gave the latitude and longitude of the Admiralty Staff which was the first available.

The figures given were "EVELYN":- 53° 52' N latitude; 6° 7' E. long.; for the "CARIB" 53° 56' N. Lat., and 6° 56' E. Long. These figures vary somewhat, although not materially from the figures given me later by the captains of the ships themselves, which were for the "CARIB" 10 miles N by W from Norderney Light and for the "EVELYN" 10 miles E N E from Borkum Light Vessel.

As cable despatches seem to be uncertain I forwarded the latitude and longitude given by the Admiral Stab to Lieut. Commander T r a i n in Rome for transmission and also to the Secretary of the Navy.

I likewise cabled my answer to the Secretary of the Navy's cable commencing " Divendemur allidatis" through T r a i n .

Of course it is not possible to state absolutely what kind of a mine or what nation's mine these ships ran on but from my talks with the captains given in report No. 139 I concluded (1) that the two ships ran into ~~the same~~ a field of anchored mines. (2) That neither ship had the intention of going to Listertief Buoy for a pilot as directed by the German government, but were heading for the entrance to the Weser. (3) That it is not probable that the ships were torpedoed, both from the circumstances and from the fact that the Germans are not using their submarines to attack in this manner. Ships evidently bound for a German port would not be attacked and also the German submarines appear to be taking care to satisfy themselves as to nationality before firing.

As the log-books of both ships went down with them, there is no chance of checking up the positions of the ships more accurately.

C O P Y.

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LEGATION OF SWEDEN

WASHINGTON, D.C. March 5, 1915.

Sir:

Following directions from my Government I have the honor to invite your Excellency's attention to the fact that according to a long tradition the territorial waters of Sweden extend four nautical miles (4 minutes or 7420 metres) from the coast or from the furtherest outlying islets or skerries, which are not continually washed over by the sea.

With renewed assurances of my highest consideration, I have the honor to remain your Excellency's most obedient servant,

W A F Ekengren

His Excellency

The Honorable W.J.Bryan,

Secretary of State,

etc,etc,etc,

War College

(See Paragraph 4, Instructions of October 31, 1900.) Need not be returned.

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SUBJECT S I T U A T I O N to M A R C H 6th 1915.

From Z No. 147 Date March 6, 1915., 191

Replying to O. N. I. No. ---------- Date ----------, 191

The attitude of the public and press, which was iolently anti-American after the publication of the American ote of warning with regard to attacks by submarines without investigation of the nationality of the ship, has considerably changed.

The popular notion of our attitude in Germany at that time was that we were seeking to break up the German plan of cutting off food from England and at the same time failing in our position as neutrals by not insisting on the right to bring food to Germany in our ships.

Feelingran very high and I believe we were near a serious break about the middle of February. Fortunately some cool heads intervened to put a check on the press which is still held down with regard to its comments on American relations.

In the meantime the fact that America has an actual dispute with England and France in regard to the rights of neutral ships to do business with Germany has again given rise to hopes that we will strongly support the German position which calls for the freedom of the seas in accordance with the London Declaration or the earlier Paris treaty.

THE SUBMARINE BLOCKADE.

It is not yet time to get reliable information with regard to the success of the submarine boats in their commerce destroyings.

The German Navy Department professes to be satisfied with what has been accomplished. It is claimed that a number of ships have been destroyed whose names the English government has failed to give out. Also that the loss from indirect causes due to the fear of submarines is very great. I believe the submarine warfare is aimed at the food supply of England and that the commanding officers received very strict orders to be careful about neutrals.

OTHER NAVAL ACTIVITIES.

The attacks on the Dardanelles are causing great interest and also some uneasiness here. A successful naval and army operation which would bring about the fall of Constantinople would be a great blow to Germany.

I have heard that the "GOEBEN" has been repaired of the damage caused by the striking of a mine.

A Swiss newspaper stated that her heavy guns were being taken to the Dardanelles to strengthen the batteries there but this appears doubtful.

THE WESTERN ARMIES.

The position warfare continues with considerable losses on both sides but not much in the way of advances on either side.

Surgeon O h n e s o r g has just returned from the front at the 5th Army in the Argonnen Forest , etc. and reports that the spirit and cheerfulness is excellent and that there appears to be plenty of food and equipment.

The confidence of the Army is absolute and they say to all inquiries that when the right time comes they will break through and win.

THE EASTERN ARMIES.

There has been no more brillant battle than the nine days fight in East Prussia, known as the"winter battle". February 6th to 15th).

The Russian Tenth Army was surrounded and destroyed. Over one hundred thousand unwounded prisoners, including eleven genarals, three hundred guns were taken.

Further operations are in progress and important developments are to be expected in this month in Poland.

(See Paragraph 4, Instructions of October 31, 1900.)

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SUBJECT L O S S of S U B M A R I N E " U 8 ".

From Z No. 148 Date March 6, 1915., 191

Replying to O. N. I. No. Date , 191

The following is given out with regard to the loss of this vessel:-

" U 8 " SUNK.

Wolff Telegraph Bureau reports:-

According to an official publication of the British Admiralty " U 8 " was sunk yesterday evening in the vicinity of Dover by an English torpedoboat. The crew was saved.

The Acting Chief of the Admiralty Staff

(Sig.) B e h n c k e. "

(See Paragraph 4, Instructions of October 31, 1900.) Need not be returned.

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SUBJECT GERMAN NOTE ABOUT AMERICAN STEAMERS "EVELYN" and "CARIB".

From Z No. 149 Date March 6, 1915., 191

Replying to O. N. I. No. Date, 191

I forward attached the translation of a German note to our Ambassador referring to the lost steamers "EVELYN" and "CARIB" and also giving important hydrographic information relative to approaching the German coast.

The full text was cabled by the Embassy to the State Department to-day.

File Germ

April [illegible] 1915.

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WEEKLY POLITICAL SUMMARY

Growing complications - Bombardment of the Dardanelles - Unquiet in the Balkans - The Italian Problem - German-American exchange of notes - English countermeasures.

By Paul Michaelis.

Translation from Berliner Tageblatt of Sunday, 7 March 1915.

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Were the confusion produced by the present world war capable of increase, then it has come in the last week. The Powers of the Triple Entente must ever have more and more clearly recognized that it was impossible for them to break the German Empire and the allied Austria-Hungary across the knee in a military way. The Official reports of the superior army headquarters has been able to announce a series of successes in West and East. While the French attack in Champagne, made with very considerable force, was bloodily repulsed, the German troops gained possession of the enemy's position on the height of Loretto, north-west of Arras. Still more important was the German success on the Western edge of the Vosges. Here the French troops were forced back on February 27 over a front of twenty kilometers and depth of six kilometers. The German front was then pushed forward still another kilometer, and all attempts of the French to avenge the blow broke under the German fire. Northward of the Vistula, the check of Prasnysz was quickly compensated. In the Carpathians, the Russian attacks likewise were shattered - So the Russian steam-roller has broken against the iron German wall. And as on terra firma, so has it been with the submarines in hostile waters. Here also the occasional losses, like the destruction of "U-8", cannot alter the fact that the enemy merchant ships and troop transports are continuingly unsettled by the German forces. Still one does not yet know the actual results of the new warfare on the sea; still less can it be said what in this direction can and will be attained. But that there is here no gigantic bluff, but that on the contrary, the enemy must become most severely injured through the German procedure, even he has surely been long convinced. In fact the nervousness of their retaliation is the best proof of it.

After the hope of help from the Japanese was shown to be idle, "Young Japan" with its unconcealed designs upon the hegemony of China began to be alarming to the Entente Powers, which endeavored by a stab at the heart of Turkey to give a new turn to the matter - If one would believe the enemy's reports, the Dradanelles were as good as done for at the beginning of last week. It has appeared, however, that the action undertaken with very great French and English forces, has so far been able to accomplish at least no thorough success. Nothing has even yet been attained with the bombardments of some of the outer parts, and the attempts at ~~xxxxx~~ landing hitherto have been unfortunate. On the other side it should not be overlooked that the Turkish guns have already shown to great disadvantage against the attacking fleet. Even assuming that the attacks will be renewed with heavier forces by sea as by land, it is not yet decided that they will lead to the desired end. It would also be a very superficial proceeding to assume from the advance of England and France against the obstruction of the Dardanelles that it could signify a joining with the Russian requirement of free access to the Mediterranean. The matter stands the other way: England wishes to anticipate the Russians in Constantinople. Here opposition is indicated between the present allies, which in its time should come to a decision. For the present, however, one may count on the probability that ~~within~~ neither the Allies by sea nor the Russians on land will succeed in attaining their tempting purpose.

It speaks for a self-confidence at least none too great in their own power that the Triple Entente has made increased exertions, latterly, to incite the Balkan States likewise to the war. Will Greece, will Roumania let go their painstakingly guarded neutrality and yield themselves to warlike ventures? That here and there strong currents try to prevail, for an active participation in the war, in order later not to be out of the distribution of the spoil, it is certain -

In such case Bulgaria also would hardly be able to maintain her shrewd reserve. And as in the Balkans, so also in Italy, the war fever grows in a not inconsiderable measure. More than ever is there need in this case for a prudent watchfulness, to keep a tight rein on these partially mutually opposing forces, and for national desires to provide a realtively harmless diversion, so far as it may accord with self interest. One cannot always throw the sword into the balance, according to the recipe of the departed Brenners. In possibilities nothin is lacking to facilitate the Italian Government keepin the strictest neutrality and thereby also to minimize if not turn away, the danger threatening the German-Austrian armies from the Balkan States - So we may hope that in skilful diplomacy the Allied Central Powers will again shatter the speculations of the Triple Alliance.

Unless everything is deceptive, this result has already been attain in regard to the relations between the German Empire and the United States of America. The American note of February 2nd differs, even more in substance than in tone, very advantageously compared to the first note of protest against the German proclamation of a war zone of English and Irish waters. Its proposals for an agreement between Germany and Great ~~xxxxxxx~~ Brittain, concerning the employment of drifting mines and submarines as well as concerning the misuse of neutral flags, were an advance to meet the German view, especially in regard to the understanding that means of livelihood and food stuffs should not be placed upon the list of absolute contraband. The German reply of February 28th has further contributed to make clear the earnest purpose of the German Government to show all possible consideration for the trade interests of neutral states - Moreover, as must be said in regard to some fault finding on the German side, it is not to be perceived the extent to which the concessions of our note concerning neutral shipping would unfavorably affect submarine warfare as directed against hostile ships and undertakings. But the agreement proposed in the German note would bring about that the claims of humanity could be observed in sea warfare more than hitherto.

At all events, the German answer has made a favorable impression on popular feeling in America. This effect must necessarily be strengthened by the retaliatory measures of the British Government, announced by Mr. Asquith in an unmeasured violent speech, which can only lead to a throttling of neutral trade. The immediate sequel of this exchange of notes was that in America, and in no way only in the press friendly to Germany, very lively protests have been made against England for violation of old rules of naval warfare. Still more perhaps, is meant by the power conferred upon the President to detain ship's cargoes of arms or munitions destined for a belligerent power. In the German note of February 28th it was proposed to exclude the import of war material from neutral to belligerent states on board ships under any flag whatever. Further it is not to be forgotten that the German concessions have been made only in case the English Government undertakes the corresponding obligations.

The English Cabinet appears to have no ~~further~~ other answer than a further aggravation of their course hitherto of outrage hostile to neutrality. All the worse for England that now the neutrals also know where their real enemy is to be sought.

Translation.

" DER TAG" March 8, 1915.

From O. von Gottberg.

THE CLEAN WORK OF " U 16 ".

When the war clouds gathered over Europe, Kapitänleutnant H a n s e n , recovering from sickness, was sojourning in England for recreation. Friends knew thatn he was a German naval officer and captain of a submarine boat. An English hostess therefore advised him some nice summer morning:- "If I were in your place I would go to the Post office, Mr. H a n s e n, it may be that some important news have arrived". An hour later the captain read a telegram which recalled him, he packed up his plunder and took leave from the lady for her wise council. She lifted her finger in a jesting threat:- " You know the names of the cruiser and destroyer on which my sons follow the same calling as yourself. These ships will never be torpedoed by you! " " Under no circumstances" laughed Hansen, and has been able to keep his word up to date because he never met this craft. He caught the last train which an officer of the German Navy could take for the coast and heard on the way nothing but war talk. At home the people still talked confidentally about maintaining the peace. Through the smoke of a cigar and the steam of a hot cup of coffee he saw from high Bellevue in Kiel over the glittering blue Bay when an extra paper anounced the order for mobilization. He paid and made for the place where the war put him- the bridge of " U 16". On the way his servant met him with a note:- To embark with trunks" said the order. That meant to break up camp and turn the back to Kiel for a while.

Man and baggage were hardly on board when the order came : " Off" . The little grey boats had to reconnoiter where the enemy assembled squadrons. " U 16" danced for the first cruise on the waves to the Orkneys. Disappointed he brought home the report :- No sight of the British". Once more later he came in the vicinity of Norways coasts. The day was beautiful and sunny, when for the first time, skipping along the coast, he saw the first Englishmen, a cruiser and a destroyer. He thought of the lady on the other side of the Channel. On the mirror-like surface of the sea the adversary saw the bubble course of the projectile turned aside and made off.

When in the first February days " U 16 " laid, clear for action near Helgoland, the captain waited with impatience to what regions the next order would send him. Soon he was rejoiced with the order that he was to make the Channel unsafe for shipping of our adversaries. This is the place for game. For that reason the little grey things like to be there.

On the 9th of February the day commenced with fine weather, but later at the height of the Mass fireship before the Dutch coast, a thick fog set in. Ten hours later it cleared away. " U 16 " came to the surface and saw the sun in the heavens and found work on the water. The captain stopped a Dutchman of about 6000 tons. An officer brought the ships papers on board our boat. The cargo was intended for Dutch owners , the captain therefore took leave of the stranger:- " I regret that I have delayed you ".

Clouds crept before thesun. Thick veils of vapor hovered over the waters from which suddenly the black nose of a big heavy steamer showed itself. Not yet recognized by

our men, the stranger hoisted the Dutch flag and made off, after turning about. This was very suspicious, as the Dutch steamers do not have be afraid of our submarines. The yknow that the war forces us to stop the ships of the neutrals. Hansen gave the signal to stop, but in vain. With forced speed the stranger went on and thus committed for a neutral the unpardonable error which gives the captain of the boat the right to fire. Hansen desired to give him more grace and only gave the word for the machine gun to ~~xxxx~~ speak asca warning. The fugitive held the submarine in her wake. The day sank. It became dark and the pursuit was given up. Later it was found out that the steamer which escaped by using too much consideration, was the Englishman "LAERTES". The misuse of the Dutch flag caused great indignation with the neutrals. They feel how easily they can be made to suffer if England's trade hides itself behind their colors. A quick stopping when demanded is therefadviseable. Who makes himself suspicious challenges a shot from the torpedo tube.

Before Calais the weather became again very thick, so that " U 16" had to remain long hours below the surface. After coming to the surface the crew of a small Englishman were ordered off and the ship torpedoed quickle as French destroyers approached. When they chased Hansen he escaped easily. In the evening he saw a steamer before Havre attempting to run into the harbor. He got between and made the "DULWICH" stop. Quickly and obediently the crew climbed in their boats. The torpedo shot tore up the steamer to the smoke stack and sent her below.

Before Cherbour it was the other way. A steamer wanted to get out of the harbor, saw our boat and turned to flight after hoisting the French flag. The skipper probably thought himself sooner in the vicinity of a French than a German boat. Hansen got between him and the port, but had to repaat his signal to stop several times. With 24 men two women and children looked from aft on the daring grey boat which dared to give orders to French seamen within their own waters. On account of the women and children Hansen did not torpedo the ship when she disobeyed his orders. He may have acted in a chivalrous manner but the German can hardly agree with our submarine commanders if they always allow their hearts to speak. According to the experiences of the war the British may now, like they did with the neutral flag, hide themselves under the pillows and bibs of babies and can place a British baby with her nurse in the crow's nests of their ships. As long as England is willing to starve our women and children, those of England may also feel the needs of war. Steamers which do not stop when called to do so should be torpedoed.

The sense of chivalry of the captain on account of the women and children nearly brought ship and crew in danger. While four of his men rowed to the Frenchman with explosive cartridges, the submarinetook the boats with the Frenchman's crew in tow. The four men found on the"Ville de Lille" an abandoned little terrier ready for a fight. He resisted with teeth and claws the capture. By putting a south wester over him he was finally subdued, and when on board he still behaved in a challenging and ugly manner. As to the true situation of the war he seemed to be as little informed as some Russian Generals, for he seemed to be inclined to believe in the near success of the French arms, and refused to ake even food from German hands. Brought to the map and confronted with the litte flags he finally capitulated, and

afterwards joined gleefully as watchful war and submarine dog in the chase after the British. Even French dogs sometimes have more sense than men.

Directed by an explosive cartridge the "VILLE DE LILLE" first went to heaven and then to hell. Hansen supplied the women and children with provisions and woolen blankets and towed them with the 24 men crew to the land at Barfleur. Approaching the coast he cut loose from the boats, because another steamer showed herself. It was a Norwegian and his papers were found in order. The skipper had called to the captain in the English language and received answer in the same language. When getting away the submarine showed the German flag, the Norwegian spoke words of applause after him. He surely thought he had an Englishman before him and the true heart of a seaman admired the daring of our submarine operating so far from their home in French waters.

Two days later midnight brought the 18th of February. Before the memorable morning dawned Hansen torpedoed the "DINORAH" before Dieppe which carried horses and guns. When he saw that the crew was able to save themselves in their boats he made off and looked for other booty. The boat had to return however home and he had to try to make his way through the dense fog. Helgoland was never more beautiful when after a long and hard cruise the men in their lamed boat could see the the red granite cake with the birthday light, the light tower, and they were asked the question:- " How ~~maxx~~ many ? " "Five steamers in 13 days" was Hansen able to answer. This is clean work, which " U 8 " has also performed with the same number. This will help to bring up freight rates, insurance premiums, and seamen's wages. But this is the purpose of the submarine war. When the tired out crew later on run into one of our ports, they saw the new larger boat, which will bring their captain to new deeds. Thirty men which surely now had a right to recuperate, asked the question:- Herr Kapitänleutnant could it be fixed that we can with you ? "

SUBJECT Naval Action, Dogger Bank.

From X No. 42. Date 8 March, 1915

Replying to O.N.I. No. Date , 191

The following further details of the Dogger Bank battle have been learned.

The Battle Instructions provided that when a force of five ships engaged four, the two leading ships would concentrate on the leading ship of the enemy, the third ship on second ship, fourth on third and fifth on fourth. In the pursuit of the German Battle-cruiser Squadron the Indomitable dropped quite a distance behind. The Lion maintained a fire against the leading ship (Derflinger), the Tiger, second ship, considered that the order of five against four should be carried out and fired at Derflinger; the Princess Royal, however, assumed that Indomitable was not in formation, and took as her target her opposite, the Seydlitz, which was third in column; the New Zealand, fourth in column, made the same assumption and fired at Blucher, fourth in German column. The result was that the Moltke, second ship in German column, escaped almost untouched, and it is believed that most of the hits on Lion and Tiger were made by this ship. Further reports prove that the Lion was rather badly damaged, and the small loss of life was due to the fact that quite a number of the German shells did not explode. One engine room was completely flooded. Several hits against the armor did not penetrate; in one case an armor plate was cracked and loosened on its backing, but did not fall off. The Lion is said to be still undergoing repairs. The Tiger was hit fourteen times, but most of the hits on her were in upper works.

American Embassy,

London.

9 March 1915

From: Naval Constructor L.B. McBride, U.S.N.
To: Military Attache,

Subject: Censorship.

Referring to my previous report, of 23 October 1914, to the Naval Attache, on the subject of the censorship (copy of which was furnished to your office) and to letter No. MOD 9976-E of 1st February from the War College Division of the War Department to the Military Attache of this Embassy requesting further information in regard to the censorship, with a view to determining what legislation would be necessary in the U.S. to control the press in time of war, the following additional information was obtained in conversation with one of the Chiefs of the Censor's office.

2. I asked specifically on what legal or statutory basis the authority of the censor was founded; the answer was, none ~~except~~ except the "Defence of the Realm Act". My informant added that there was absolutely no law or regulation under which they could prevent the publication of any news item, article or advertisement, but that if objectional matter was actually published, either without its having been submitted to the censor or after its rejection by that official, proceedings could be taken against the guilty party under the "Defence of the Realm Act" before either a civil or a military court. No such action has yet been brought, but a number of very sharp warnings have been issued.

3. The submission of matter prior to publication is entirely voluntary with the newspapers, but this course is pursued for their own protection by practically all the London papers. For the information and guidance of publishers generally,

especially for those outside of London whose distance does not permit of submitting matter directly to the censor's office, a book of instructions and warnings has been issued. The local and other matter published in papers outside London is in general necessarily left to the discretion of the publisher, but all such publications are closely watched by local or military authorities and indiscretions are promptly reported to the censor's office, which issues admonitions or pointed warnings as the case may require.

4. The cable and mail censorships work independently of the press censor and have the same legal basis, i.e., the "Defence of the Realm Act". The fundamental difference in their procedure from that of the press censor is that they actually prevent the transmission of any news or other matter which in their judgement is detrimental to the safety of the Realm.

5. In connection with the general subject of the censorship there is attached hereto a copy of the Admiralty regulations in regard to the censoring of all private communications sent from vessels of the Navy.

6. Although not directly concerned with the censorship, attention is invited to other measures which have been taken to prevent the transmission of information of possible value to the enemy.

(a) Regulation requiring all owners of carrier pigeons to register with the police and forbidding their shipment by rail, road or water, from one point to another.

(b) Regulation ordering that all radio apparatus be either turned over to the authorities or reported to them so that it could be registered and sealed.

(c) Precautions have from time to time been taken to search all passengers to the Continent, particularly Holland, before permitting them to proceed on their journey.

7. In connection with the relations of the Government to the press, especially that of neutral countries, there has been formed a committee consisting of two Members of Parliament, one

Censorship of private Correspondance 44

Rules

In every ship or vessel an officer, who should be a commissioned officer if possible, is to be detailed to carry out the duties of Censor; this Officer, when practicable, is to be one whose ordinary duties are of such a nature as not to be seriously interfered with by his duties as Censor, and he is to have a Staff detailed to assist him.

The entire mail is to pass through his hands, and he is to witness personally the making up and sealing of the mail bags.

2. Unless orders have been given that the sending of all mails from ships is prohibited, private correspondence will be permitted by means of -

(a) Telegrams
(b) Letters
(c) Postcards
(d) Parcels, including photographs, sketches, and diaries.

Attention is drawn to paragraphs 7,8 and 9.

3. All mail for despatch, without exception, are to be handed open to the Ship's Censor, who, if he sees no objection to the contents, will:-

As regards telegrams, forward them to the local post office in one envelope marked "Telegrams from H.M.S. for Transmission"; the envelope being closed, signed, and dated by the Censor and accompanied by necessary payment.

As regards letters, parcels and postcards, close them where necessary in the presence of the sender, and forward them to the local post office in sealed bags labelled clearly "Letters (or Parcels or Postcards) from H.M.S. for Transmission", the label being signed by the censor and dated.

4. In ships which are giving regular leave either in a Home Port or refitting port the censorship may be withdrawn, but all correspondance is to be forwarded to the local post office in

sealed bags labelled clearly "Mails from H.M.S. to be retained at G.P.O. for two days". The label being dated.

5. Strict measures are to be taken to ensure that no correspondence leaves the ship, except in the manner authorised above.

6. Private W/T messages are prohibited.

7. In no circumstances is specific reference to be made on post cards, in letters or telegrams, or matter posted in parcels, or in private diaries to the following:-

(I) The position of the ships at the time of writing.
(II) Routine under which ships' companies are being worked
(III) Movements of any ships, flotilla, squadron, or fleet.
(IV) Plans of future operations, whether rumoured, surmised or known.
(V) Information as to the condition of crews, or ships.
(VI) Casualties - previous to the publication of official lists.
(VII) Loss of ships.

8. Criticism of operations is forbidden, as are statements calculated to bring the Navy, ships, or individuals into disrepute

9. All correspondence must be in plain English, and rank or rating of the sender must never appear.

10. Commanders-in-Chief or Senior Naval Officers may, at any time, prohibit the sending of all private telegrams or mails from ships under their commands for such periods as they may deem necessary.

11. Attention is drawn to the fact that in the case of ships giving leave mails will not be censored but only delayed two days. Men should therefore be encouraged to post everything on board.

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American Embassy,

L O N D O N,

March 9, 1915.

FROM: Lieut. Colonel T.C. Treadwell, U.S.M.C.

TO: Naval Attaché.

SUBJECT: Notes on Sea Transport, and Southampton Docks.

The undersigned visited Southampton March 4, by authority and arrangement of the War Office, and was taken about the Docks and on board the transports there by Brig. General A.B. Hamilton, Embarkation Commandant, Lieut. Colonel J.R. Anderson (R.A.M.C.), Embarkation Medical Officer, and other officers of the Embarkation Staff.

Great Britain has had more experience than any other country in transporting large numbers of troops all over the world. In normal times of peace these occasions for oversea transport are frequent in moving troops to and from India and other oversea possessions. There has also been the experience due to many military expeditions, the greatest number of troops involved being in the Boer War, during the three years of which hundreds of thousands of men were transported on long voyages to and from South Africa.

The present war has, however, presented problems of transportation more extensive and complex than any hitherto undertaken by this or any other country, requiring a vast number of vessels, and an efficient system for moving troops with speed and safety.

The transportation activities during the present war may be divided into two classes:

(1) Long voyages.

(2) Very short voyages.

The first include movements of troops from India and the Dominions to Egypt, the Persian Gulf, for operations in Dardanelles, and to and from many oversea garrisons - in fact voyages over many seas and a great part of the world.

The second include transport across the English Channel. The transportation of the Expeditionary Force to France, maintaining it there, and increasing it by a steady stream of reinforcements; and this has necessitated the continuous passage of ships to and fro across the Channel every day, and some days in considerable numbers, from Southampton and other ports.

The following regulations, with regard to transport, are taken from Field Service Regulations and Organisation:

> The navy is responsible for the provision, despatch, and control of the sea transport of an army, and for its security while at sea.
>
> The navy carry out the operation of landing and shipping troops, animals, vehicles and stores whether alongside wharves or to and from a beach - provide boats, lighters and tugs, and labor in connection with same. All other labor required will be done by the army, except in cases where the naval authorities consider it desirable that they should provide all or some of the labor.
>
> Army bring all personnel, stores, etc., to the point of embarkation, where the navy take them

over. The navy having landed troops, stores, etc., they are taken over by the army, and transportation of everything landed rests with the army.

The Director of Sea Transport controls the arrangements in connection with the provision of sea transport on behalf of the Admiralty. When a sea base is used a military landing officer is appointed to supervise the embarkation and disembarkation of all personnel, animals, and material.

When it is not practicable for navy to supply personnel, all or part of embarkation duties are performed by army, as is case at Southampton, where navy takes over duties of provision, despatch, and safety of transports, and other embarkation duties are looked out for by Headquarters for Embarkation Duties (army).

The Quartermaster General informs the Transport Department of the Admiralty of the number of troops, horses and stores to be embarked. The Transport Department selects the vessels, and arranges for their being fitted for service required.

The ports and dates of embarkation are fixed by arrangement between Q.M.G. and Admiralty.

Before embarkation of troops vessels are inspected by a mixed board of naval and army officers and final inspection is made before ships sail.

For long voyages large vessels are selected for transports on account of greater carrying capacity, greater comfort of troops and horses, and units are less split up.

The requirements of the Army as regards evacuation by sea of sick, wounded, prisoners, etc., from the theatre of operations will be communicated to the Director of Sea Transport by the Inspector General of Communications through the Military Landing Officer.

Office Communications Army Dept of 6

Conveyance is provided by:-

(1) Transports (ships engaged for Government service on time charter).

(2) Freight Ships (ships on which conveyance is engaged for certain bodies of troops).

Transports are classified:-

(1) For conveyance of units with or without animals, or drafts complete with supplies, stores, etc.

(2) Hospital Ships.

Freight Ships are classified:-

(1) For conveyance of personnel, as troop freight ships.

(2) For conveyance of animals and their attendants, as remount or mule freight ships.

(3) For conveyance of stores.

Long voyages are voyages to any part of the world.

Short voyages are voyages of eight days or less.

Very short voyages are voyages of one night at sea or less.

Tonnage estimates are based on 4 tons per man and 12 tons per horse for long voyages - 2½ tons per man and 8 tons per horse for short voyages - 1½ tons per man and 4 tons per horse for very short voyages.

from the following extract from a speech of Mr. Churchill in the House of Commons delivered about a month ago:

> The command of the sea which we have thus enjoyed has not only enabled our trade to be carried on practically without interruption or serious disturbance, but we have been able to move freely about the world very large numbers of troops . . . . I am going to give the House a figure which has no military significance because so many uncertain factors are comprised within the total, but which is an absolutely definite figure so far as the work of the Admiralty Transport Department is concerned. We have now moved by sea, at home and abroad, including wounded brought back from the front, including Belgian wounded, and French troops, moved here and there as circumstances required, often at the shortest possible notice, with constant changes of plans, across oceans threatened by the enemy's cruisers, and across channels haunted by submarines to and fro, from India and Egypt, from Australia, New Zealand and Canada, China, South Africa, and every fortress and possession under the crown approximately 1,000,000 men, without up to the present any loss of life..... Indeed, so smoothly and unfailingly has this vast business been carried through that we have several times been compelled to remind the soldiers who we serve - and I now think it right to remind the House - that after all we are at war. We are at war with the second naval power in the world. When complaints are made that we have taken too many transports, or armed too many auxiliary cruisers, or made use of too many colliers or supply ships, I must mention that fact."

During the last few weeks the work of transporting troops has been greater than at any time since the outbreak of the war, so that to date the total of troops transported by sea would considerably exceed this figure of a million men given above.

The work connected with the transport of troops is thus carried out under the Headquarters for Railway Transport, the Transport Department of the Admiralty, and the Headquarters for Embarkation Duties.

Railway transport is carried out under a Director of Railway Transport (Colonel) with about 150 assistant officers, graded as Deputy Directors, Assistant Directors, and Railway Transport Officers.

The Transport Department of the Admiralty consists of:

Director of Transports - Mr. Graeme Thomson.

Naval Assistant Director of Transports (Captain R.N.)

Divisional Naval Transport Officers.

The Divisional Naval Transport Officer at Southampton is Captain Stansbury, R.N., and under him are Inspectors of Shipping.

The Headquarters for Embarkation Duties consists of:

Embarkation Commandant - Brigadier General.

Deputy Assistant Adjutant General - Major.

Deputy Assistant Quartermaster General - Major.

Staff Captain - Captain.

Assistant Provost Marshal - Captain.

13. Assistant Embarkation Commandants - Colonels, Lieut. Colonels, and Majors.

24 Assistant Embarkation Staff Officers - Majors and Captains.

2 Assistant Military Landing Officers - Captains.

Forwarding Officer - Lieutenant.

Medical Officers.

Almost all of the officers connected with Railway Transport and Embarkation Duties are from the Reserve of Officers.

Soon after the outbreak of the war Southampton was taken over by the Government, and became a closed port for commerce. The greater part of the British Expeditionary Force was embarked here, and the port has since been continually used to maintain and to increase this force. For this purpose it is the most favorably situated port on the Channel, being a spacious and well-defended harbor, with extensive dock facilities, 85 miles

from Cherbourg, 112 miles from Havre, and 130 miles from Boulogne. The Southampton Docks afford berthing accommodations for 50 or more large steamers where the largest ships can tie up alongside, and include 5 large basins. They are next to the railway terminus, and railroad tracks run to all parts of the Docks, so that troops and supplies may be loaded directly from rail to ship. There is a depth of 42 ft. at the Docks, and ships of deep draught may go in or out at all stages of the tide.

The Docks are about 15 miles above the naval base at Portsmouth from which naval escort is furnished for the transports.

The port has been reopened several times to commerce during temporary lulls in transportation of troops, but the numerous steamship companies using the port, of which the Royal Mail, White Star, Union Castle and Cunard are the largest English lines, have hesitated to accept the authority as a basis for working their steamers, as they knew that a renewal of military transport activities at the Docks was likely to occur at any time, and Southampton is a prohibited port for aliens, whereas normally it is more especially a passenger port. The South Western Co. cross channel boats from Havre have, however, continued to run each day.

The Docks are shut off on land side, by high walls, the enclosure guarded, and public are not admitted thereto. The large South Western Hotel at railway terminus, and just outside dock enclosure is also closed to the public, and used by officers of the

embarkation force, and officers awaiting embarkation, for quarters, mess and club.

The North German Lloyd offices at the docks have been taken over by the Headquarters for Embarkation and Naval Transport, and here are kept large wooden plans of docks with ships alongside at the time, charts showing condition of supply and fuel of each ship at docks, and other information about the ships. Here the railroad transportation returns of each train to arrive are received, and from these are made returns - on form 4, so called - making assignment of units or detachments to ships available. Forms are furnished to each detachment commander on arrival of train to make out for him relative to his detachment. The system of paper work is simplified as much as possible and form 4 contains only names of different units or detachments, commanding officers, numbers of officers, men, horses, vehicles, etc., and transport to which assigned. A form is also made out at dock office near each vessel of numbers actually embarked.

There is a rest camp on an excellent camp site, capable of camping several thousand men, on large common at Southampton, where overflows may be temporarily camped. That is, units or detachments for which there is no sea transportation immediately available.

The method of sending transports from docks to French ports is usually by single ships, as fast as they are loaded, and transports are seldom sent in groups across the Channel. They seem to go and come at all times of the day and night, as soon as ready for sailing if conditions are favorable. They do not have to wait for tide or for darkness.

The Channel routes and neighbouring waters to ports used, are of course well patrolled, which is made easy by narrowness of channel particularly at Straits of Dover, and preponderance of Naval force, and transports are in little danger, except from submarines whose attacks they have so far been efficiently protected against, and whose threat seems to cause little uneasiness or change of schedule for sailings. Ships may, therefore, be sent over singly, as soon as ready, with no other escort than a destroyer, light cruiser, or gunboat.

On March 4, there were about 20 vessels at Docks including 12 cross-channel boats, and about 10 or more vessels anchored in the harbor.

We inspected all about the Docks and buildings thereon, the offices of Embarkation Staff, South Western Hotel, where we lunched, and vessels that were preparing to sail.

A hospital train had just come in to Docks, carrying Indian soldiers who had been in the hospital at Brighton. They were being detrained and embarked on a hospital ship that was to take them to Alexandria, whence they were to be transported by rail to Suez, and shipped from there back to India; as owing to wounds and sickness, they were men who would be of no further use at the front. The train was a corridor red-cross train, and each car had upper and lower folding iron berths for 20 men. There was an operating room on the train for hemorrhages, etc., and car for medical officers and nurses. There were 400 Indian patients. There were said to be 10 hospital trains similar to this one running to Southampton.

The hospital ship - Glenmert Castle - that was taking the Indians on board was comfortable, well-fitted, and scrupulously clean. The ward compartments were large, light, and well ventilated, and each had running water, and adjoining baths and toilets. The bunks were of iron, low and swinging. In other compartments, where convalescents were berthed, the bunks were rigid and in two tiers, but with liberal room. There were light and well appointed operating rooms, and Xray room. There were elevators for raising and lowering patients in stretchers. The ship was arranged to carry 420 patients. There are at present 9 hospital ships running to Southampton, one other at the docks lying nearby having brought over about 400 sick and wounded from Boulogne the day before.

There is a building on dock near berth for hospital ships with reserve of medical stores, for keeping these hospital ships constantly provided.

There is also a building containing all kinds of supplies of clothing, etc., that have been given by societies and individuals, and here a man can be outfitted with articles for need or comfort, when returned wounded or sick. Entire kits are made up in canvas bags for those men, who have lost everything, to meet immediate needs. There is also a small hospital ward in this building.

There is at Netley, near Southampton, one of the largest military hospitals in Great Britain.

There is a prison camp for German prisoners near Southampton.

This hospital ship went out about 1.30 p.m. and the other vessels, loading and preparing to leave that afternoon or evening, included 3 channel boats, carrying infantry, 4 large freight boats carrying horses and

artillery, 3 freighters being loaded with fodder, and 1 with supplies.

Smaller ships are used more for transportation across the Channel, and the large ocean steamers for long voyages The small fast ships are more handy for this short service. The ordinary cross-channel side wheels boats are much used in transporting infantry across the Channel. Many of these are over 20 knots speed. The "Empress Queen" which left about 4 p.m. carried 1,500 men, and two others that were to leave later were to carry about the same number. The trip for the fast ships is only about 7 hours, or less.

The "Inventor", "Dunkirk", "Carnarvon", and another cargo vessel, all of 5,000 tons, or more, were being loaded with horses and artillery. Three of them carried each a battery, besides casuals, and extra horses; and the other was loaded with remounts, draft horses, and their attendants. On one that was loaded, or nearly so, there were 300 horses, and the others were apparently going to take about the same number.

Newhaven and Deptford are the chief shipping ports for military stores and supplies, but Southampton is now shipping a large amount of fodder, 3 ships being loaded with it on the afternoon of the 4th inst.

The ship being loaded with supplies was carrying private packages. These are shipped to the front, at the expense of the Government, up to a weight of 56-lbs. per box, for officers, men, messes, etc. There is a separate forwarding office with officer in charge, to look out for this work, and it was said the average number of packages so forwarded was 1,200 per day, and that at Christmas time, the number was tremendous, many of the packages forwarded at that time being of greater expense to the Government in forwarding, than the value of package.

Another peculiar feature of this war with regard to transportation has been the following: - The British positions and trenches are distant only a few hours from London, and many of the men at the front returned on short leaves during the winter, so that at times, there were large numbers serving at the front temporarily in England. Boats would run over every day to Folkstone, and the boat train for officers and soldiers left the Victoria Station at 1 p.m. each day. This leave was stopped about 3 weeks ago, or about the time of renewed transport activities, and the sending of large reinforcements to France.

There are 3 large "kit barracks" on the Docks where extra kits of officers and men at the front are kept. Each kit is packed in canvas bag, and stencilled with man's name and unit to which he belongs, kits of same detachment piled together, and record kept of them.

All transport ships carry a large black distinguishing number on white ground at the bow. All officers and men of the Embarkation Staff wear a white band on left arm with word "Snark" on it.

There were no large oceansteamers of the passenger class at docks at Southampton on the 4th. This is accounted for, by the fact that these are now being largely used in transporting expeditionary force for service at Dardanelles, for Canadian Contingent which reached Plymouth to-day and for other long voyages, while the smaller ships are more handy for work across Channel.

In the cross-channel work, the passagefor the faster ships is only 7 hours or less, so that no arrangements have to be made for berthing, and very limited ones for messing men, but ships always carry a small reserve of rations. In these short voyages also, it is not so necessary to keep units intact, and ships are usually loaded to full capacity, and ~~sailed~~ shoved off as soon as men are embarked.

The bases used in France are Havre, Rouen and Boulogne, of which Havre is the main base, and where the greater part of troops are disembarked. It is understood that large reserves of supplies are maintained at Havre, and smaller reserves at Rouen and Boulogne. Rouen is about 78 miles from Havre up the river Seine. Boulogne is the port of evacuation and contains the large Base Hospitals.

In considering long voyages, however, it is a different problem; and here the largest ocean going ships are used, units kept intact as far as practicable, ships sent in squadrons or an entire expedition at one time, and a suitable escort of fighting ships provided.

Plymouth is used to a considerable extent as a port of embarkation and disembarkation for long voyages, and has the advantage of shortening sea trips by about 200 miles

None of the ships used for transport or supply seen at Southampton were armed, nor is it understood that any transports are armed. They do not carry Naval officers or quartermasters, but are in charge of ships Captains or sailing masters. There are now, however, in the British Navy, over 30 large ocean going liners of the Cunard, P. & O. White Star, and other lines used as auxiliary cruisers. These ships are officered by officers of Royal Navy, and Naval Reserve (almost entirely the latter), manned by Naval Reserve crews, and carry guns of various calibre up to 6-in. These ships can be, and often are used for transport of troops

Iron bunks are not used in any of the British transports (other than hospital ships), but in all cases, hammocks are supplied by the Admiralty, and General Hamilton, who has seen some of our army transports, said he thought the use of hammocks was much better, as men were more comfortable, compartments could be kept cleaner, better ventilated and cleared during the day, and passenger ships more easily converted for transport use.

In all the movement of troops to and from England, from India, the Dominions, and elsewhere, the public have been kept in complete ignorance, and nothing appears in the press of movements by sea on land. The secrecy that has been maintained in this respect is remarkable, and to-day no one but the Military Authorities know how many troops are in France, what is the nature and composition of force sent for military operations with fleet at Dardanelles, what is the force in Egypt, or what force has been sent overseas from India and the Dominions.

During the inter when the force in France was from 200,000 to 300,000 it was necessary to transport about an average of 1,000 a day, merely to maintain it.

During the last few weeks, however, many thousands have been sent to reinforce the Army in France, an expedition has been sent to take part in operations in the Dardanelles, an expedition sent here from Canada, and troops moved in various other parts of the world. There have been 15 ships or more a day, despatched across the Channel from Southampton, and the force in France has been largely increased from Special Reserve Drafts, a Canadian Division, two Territorial Divisions, (the 2nd London and number of Midland), and other units; and this activity must continue for months, in order to transport the New Armies, 2nd Canadian Division, and other Territorials as rapidly as they are trained and ready for service.

H. Trueman

J. P. Sanger

(See Paragraph 4, Instructions of October 31, 1900.)

Need not be returned. 3

Confidential. .9

SUBJECT REPORTED LOSS OF SUBMARINE " U 9 ".

From Z No. 151 Date March 9, 1915., 191

Replying to O. N. I. No. Date, 191

From unofficial sources comes the report that " U 9 " with all hands was lost in February. It is said that a message was received from her saying she was seriously damaged and was attempting to make port since which time nothing more has been heard.

" U 9 " may be remenbered as the boat which sank "CRESSY", "HOGUE", "ABOUKIR" and "HAWKE". At the time of her reported loss she was still under the command of Kapitän-leutnant W e d d i g e n .

NAVY (GUNNERY).

RESULT

OF

TEST OF GUNLAYERS

WITH

HEAVY GUNS AND LIGHT Q.F. GUNS

IN

HIS MAJESTY'S FLEET, 1914.

Presented to both Houses of Parliament by Command of His Majesty.

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NAVY (GUNNERY).

RESULT

OF

TEST OF GUNLAYERS

WITH

HEAVY GUNS AND LIGHT Q.F. GUNS

IN

HIS MAJESTY'S FLEET, 1914.

Presented to both Houses of Parliament by Command of His Majesty.

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G 12284/15.

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10th March 1915.

Circulated for information.

The award of the medal will be promulgated in due course.

By Command of Their Lordships,

W Graham Greene

To all Commanders-in-Chief, Captains, Commanders, and Commanding Officers of H.M. Ships and Vessels.

HEAVY GUNS.

ABSTRACT, 1914.

Order of Merit.	Fleet or Squadron.	No. of Ships.	No. of Men Firing.	Average Points.	First Ship in the Fleet or Squadron.	Points.
1	Second Battle Squadron - -	2	20	129·62	"Audacious" -	140·25
2	China Squadron - - - -	2	18	100·92	"Yarmouth" -	104·17
3	Mine Laying Squadron - - -	3	11	95·36	"Naiad" - -	133·33
4	First Battle Cruiser Squadron -	1	8	91·87	"New Zealand" -	91·87
5	Fleet Flag Ship - - - -	1	22	87·86	"Iron Duke" -	87·86
6	First Light Cruiser Squadron -	3	22	84·26	"Birmingham" -	100·00
7	Mine Sweeping Gunboats - -	4	8	83·33	"Jason" - -	133·33
8	Second Cruiser Squadron - -	1	14	81·71	"Shannon" -	81·71
9	Fifth Cruiser Squadron - - -	2	18	77·08	"Falmouth - -	79·16
10	First Battle Squadron - - -	3	24	74·50	"St. Vincent" -	99·75
11	Fourth Cruiser Squadron - -	1	12	72·92	"Essex" - -	72·92
12	Fifth Battle Squadron - - -	6	86	71·60	"Bulwark" -	100·00
13	S.E. & W. Coast of America -	1	12	69·44	"Glasgow" -	69·44
14	Depôt Ships and Flotilla Cruisers -	8	58	63·58	"Vulcan" - -	91·66
15	Third Cruiser Squadron - -	2	19	59·07	"Devonshire" -	81·48
16	Mediterranean Fleet - - -	1	8	59·06	"Indomitable" -	59·06
17	Special Service Vessels - -	2	8	17·50	"Alert" - -	17·50
	Third Battle Squadron - - -	Nil	Nil	Nil	Nil - - -	Nil.
	Fourth Battle Squadron - -	Nil	Nil	Nil	Nil - - -	Nil.
	Sixth Battle Squadron - - -	Nil	Nil	Nil	Nil - - -	Nil.
	Australian Fleet - - - -	Nil	Nil	Nil	Nil - - -	Nil.
	New Zealand Division - - -	Nil	Nil	Nil	Nil - - -	Nil.
	Cape of Good Hope - - -	Nil	Nil	Nil	Nil - - -	Nil.
	East Indies Squadron - - -	Nil	Nil	Nil	Nil - - -	Nil.
	Totals - - - -	43	368	75·93	—	—
	Training Squadron - - -	5	60	44·12	"Crescent" - -	90·13
	Fired less than 75 per cent. of her guns.	23	75	73·00	—	—
	Fired under 1913 conditions - -	9	72	78·42	—	—
	Battleships and Cruisers 4″ B.L. and Q.F. guns.	16	259	—	—	—
	Battleships and Battle Cruisers 1913 conditions.	3	27	—	—	—
	Fired less than 75 per cent. of her guns.	1	1	—	—	—

A (12)28479 (26528) 700 5/15 E & S

RESULT

OF

TEST OF GUNLAYERS

WITH

HEAVY GUNS

IN

HIS MAJESTY'S FLEET, 1914.

Year.		1910.	1911.	1912.	1913.	1914
*Included in Order of Merit - - -	Ships	127	134	116	71	43
	Men	1,522	1,671	1,528	570	368
*Not included in Order of Merit - -	Ships	—	—	—	27	23
	Men	—	—	—	108	75
*4″ guns firing in Battleships and Battle Cruisers - - - - - - -	Ships	—	12	17	21	16
	Men	—	204	278	318	259
Firing under Special Conditions - -	Ships	—	5	8	13	9
	Men	—	63	66	94	72
Number of Ships who did not carry out Test -		12	19	15	55	88
Number of Battleships and Battle Cruisers who did not carry out 4″ Test.		—	—	—	5	8

* Ships are not classed in Order of Merit unless 75 per cent. of their gunlayers fired.

COMPARATIVE RESULTS BETWEEN 1910, 1911, 1912, 1913, 1914.

Nature of Gun.	In Scoring Time.									
	Rounds Fired.					Percentage of Hits to Rounds Fired.				
	1910.	1911.	1912.	1913.	1914.	1910.	1911.	1912.	1913.	1914.
13·5″ B.L. Mark V. - -	—	—	126	171	103	—	—	58·00	66·66	85·43
12″ B.L. K.E. VII. and later	525	560	623	242	145	48·90	37·30	54·74	52·48	52·41
12″ B.L. before K.E. VII. -	260	287	141	13	47	32·30	35·20	35·46	38·46	38·29
10″ B.L. Marks VI. and VII.	26	30	—	10	—	23·07	33·33	—	40·00	—
9·2″ Two gun turrets -	106	66	104	69	17	50·90	53·03	45·20	44·92	88·23
9·2″ Single gun turrets -	444	461	427	102	56	55·60	55·30	55·74	58·82	39·28
7·5″ B.L. Mark II. - -	250	256	251	91	66	52·00	58·20	52·20	59·34	51·51
7·5″ B.L. Mark I. - -	123	108	116	19	68	39·80	39·08	36·20	21·05	35·29
7·5″ B.L. Marks III. and IV.	144	143	—	48	—	45·10	48·30	—	54·16	—
6″ B.L. Marks XI. and XII.	250	323	436	280	263	53·60	49·50	49·77	53·21	54·75
6″ B.L. Marks VII. and VIII.	2,266	3,024	2,104	656	550	46·20	49·90	49·65	42·53	44·90
4″ B.L. - - - -	681	1,153	1,412	1,952	1,460	44·10	42·00	38·50	55·73	51·37
6″ Q.F. - - - -	1,002	934	231	119	36	63·30	58·60	63·60	51·26	27·77
4·7″ Q.F. - - - -	579	497	396	328	163	42·70	40·60	38·60	28·65	53·37
4″ Q.F. Marks I. and III. -	896	937	678	285	259	48·50	47·00	42·04	48·07	45·56
9·2″ B.L. Mark VI. } Training Squadron.	—	—	—	—	23	—	—	—	—	13·04
6″ Q.F. - } Training Squadron.	—	—	—	—	214	—	—	—	—	43·45
4″ Q.F. Mark IV. - -	—	—	—	—	—	—	—	—	—	—

SECOND BATTLE SQUADRON.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made
1	"AUDACIOUS."	1st	140·25	10	13·5″ B.L. V.	39	—	—	—	3·30	R. Callaghan, L.S. -	4	4
2	"Orion" -	1st	119·00	10	13·5″ B.L. V.	33	—	2·40	—	2·80	J. Jones, P.O. - -	4	4
	Totals - -		129·62	20	—	72							
**	"Ajax" - -	—	—	—	13·5″ B.L. V.	—	—	—	—	—	—	—	—
**	"Centurion" -	—	—	—	13·5″ B.L. V.	—	—	—	1·90	—	—	—	—
**	"Conqueror" -	—	—	—	13·5″ B.L. V.	—	—	—	1·80	—	—	—	—
**	"King George V"	—	—	—	13·5″ B.L. V.	—	—	—	2·70	—	—	—	—
**	"Monarch" -	—	—	—	13·5″ B.L. V.	—	—	1·60	—	—	—	—	—
**	"Thunderer" -	—	—	—	13·5″ B.L. V.	—	—	1·80	2·60	—	—	—	—
**	"Boadicea" -	—	—	—	4″ B.L. VII. -	—	1·17	1·50	1·00	—	—	—	—

** Did not fire in 1914.

CHINA SQUADRON.

1	"YARMOUTH"	1st	104·17	8	6″ B.L. XI. -	36	—	4·75	—	3·13	G. Brown, L.S. -	6	6
2	"Hampshire"	1st	97·67	4 6	7·5″ B.L. I. - 6″ B.L. VII.	15 31	2·25 1·33	2·25 2·33	— —	2·00 3·00	T. C. Carter, L.S. - W.H.Thwaites,C.P.O.	5 4	3 4
	Totals - -		100·92	18	—	82							
**	"Minotaur" -	— —	— —	— —	9·2″ B.L. XI. 7·5″ B.L. II.	— —	2·50 3·90	2·25 3·80	— —	— —	— —	— —	— —
**	"Newcastle" -	— —	— —	— —	6″ B.L. XI. - 4″ B.L. VII.	— —	2·00 3·70	3·50 2·70	2·50 3·40	— —	— —	— —	— —
**	"Triumph" -	— —	— —	— —	10″ B.L. VII. 7·5″ B.L. IV.	— —	0·75 2·07	— —	— —	— —	— —	— —	— —

** Did not fire in 1914.

MINE LAYER SQUADRON.

1	"NAIAD" -	1st	133·33	4	4·7″ Q.F. -	22	—	—	0·50	4·0	B. Morris, L.-Sergt., R.M.L.I.	6	5
2	"Thetis" -	1st	111·11	3	4·7″ Q.F. -	15	—	—	1·00	3·33	S. Ringross, Pte., R.M.L.I.	6	4
3	"Apollo" -	1st	41·66	4	4·7″ Q.F. -	21	—	—	1·50	1·25	W. J. Mann, A.B. -	6	2
	Totals - -		95·36	11	—	58							
†	"Andromache"	—	100·00	1	4·7″ Q.F. -	6	—	—	1·50	3·00	A. G. Lane, Lee.-Sgt., R.M.L.I.	6	3
†	"Intrepid" -	—	100·00	1	4·7″ Q.F. -	5	—	—	1·50	3·00	T. Gladwish, A.B. -	5	3
†	"Latona" -	—	83·33	2	4·7″ Q.F. -	11	—	—	1·25	2·50	F. Giffard, A.B. -	6	3
†	"Iphigenia" -	—	33·33	1	4·7″ Q.F. -	5	—	—	1·00	1·00	A. Lovett, A.B. -	5	1

† Fired less than 75 per cent. of guns.

FIRST BATTLE CRUISER SQUADRON.

Results obtained in Scoring Time.

Order of Merit.	Ship	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
1	"NEW ZEALAND"	1st	91·87	8	12″ B.L. X. -	22	—	—	—	1·75	W. Harvey, P.O. -	3	3
	Totals - -		91·87	8	—	22							
**	"Lion" - -	—	—	—	13·5″ B.L. V.	—	—	1·875	—	—	—	—	—
**	"Queen Mary"	—	—	—	13·5″ B.L. V.	—	—	—	0·625	—	—	—	—
**	"Princess Royal"	—	—	—	13·5″ B.L. V.	—	—	—	2·11	—	—	—	—

** Did not fire in 1914.

FLEET FLAGSHIP.

1	"IRON DUKE"	1st	87·86	10 12	13·5″ B.L. V. 6″ B.L. VII.	31 45	— —	— —	— —	2·70 2·08	C. Martin, P.O. - H. Stone, Sgt., R.M.L.I.	4 6	4 6
	Totals - -		87·86	22	—	76							

FIRST LIGHT CRUISER SQUADRON.

1	"BIRMINGHAM"	1st	100·00	9	6″ B.L. XII.	45	—	—	—	3·00	J. Rogers, L.S. -	6	5
2	"Nottingham"	1st	77·78	9	6″ B.L. XII.	39	—	—	—	2·33	W.G.F. Walters, A.B.	5	5
3	"Southampton"	2nd	75·00	4	6″ B.L. XI. -	17	—	—	2·88	2·25	H. C. Murrell, Sergt., R.M.L.I.	4	4
	Totals - -		84·26	22	—	101							
**	"Lowestoft" -	—	—	—	6″ B.L. XII.	—	—	—	—	—	—	—	—

** Did not fire in 1914.

MINE SWEEPING GUNBOATS.

1	"JASON" -	1st	133·33	2	4·7″ Q.F. -	9	—	0·50	1·00	4·00	J. E. H. Waltham, L.S.	6	5
2	"Skipjack" -	1st	83·33	2	4·7″ Q.F.	8	—	1·00	—	2·50	E. Pankhurst, L.S. -	4	3
3	"Leda" - -	1st	66·66	2	4·7″ Q.F. -	9	2·50	1·50	0·00	2·00	H. R. J. Lewis, L.S.	5	3
4	"Gossamer" -	2nd	50·00	2	4·7″ Q.F. -	8	2·00	1·00	1·00	1·50	J. Carroll, P.O. -	3	2
	Totals - -		83·33	8	—	34							
**	"Speedwell" -	—	—	—	4·7″ Q.F. -	—	2·50	1·50	0·50	—	—	—	—
**	"Ciree" -	—	—	—	4·7″ Q.F. -	—	—	0·00	1·00	—	—	—	—

** Did not fire in 1914.

SECOND CRUISER SQUADRON.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
1	"SHANNON"	1st	81·71	4	9·2″ B.L. XI.	9	0·75	0·75	—	2·25	C. Quin, P.O. - -	3	3
				10	7·5″ B.L. II.	49	3·20	2·00	—	2·40	C. G. Looker, Bomb., R.M.A.	6	5
	Totals - -		81·71	14	—	58							
†	"Natal" -	—	75·00	1	9·2″ B.L. X.	5	3·33	3·17	—	0·00	E. Horsham, Corpl., R.M.A.	5	0
				3	7·5″ B.L. II.	17	5·00	3·75	—	3·33	G. Boynton, P.O. -	6	5
†	"Cochrane" -	—	60·00	2	9·2″ B.L. X.	9	2·17	3·66	3·00	2·00	W. Princecox, L.-Sgt., R.M.A.	4	2
				2	7·5″ B.L. II.	10	2·25	3·25	3·75	2·00	H. Collins, P.O. -	5	2
**	"Achilles" -	—	—	—	9·2″ B.L. X.	—	3·17	3·17	2·50	—	—	—	—
				—	7·5″ B.L. II.	—	3·00	1·75	2·75	—	—	—	—

† Fired less than 75 per cent. of guns. ** Did not fire in 1914.

FIFTH CRUISER SQUADRON.

1	"FALMOUTH."	2nd	79·16	8	6″ B.L. XI. -	36	2·88	—	—	2·37	A. E. Seymour, Pte., R.M.L.I.	6	6
2	"Carnarvon"	2nd	75·00	4	7·5″ B.L. I. -	13	1·75	1·25	—	1·50	F. T. Moffat, P.O. -	3	3
				6	6″ B.L. VII. -	25	1·50	1·50	—	2·33	W. J. Barnes, P.O. -	4	4
	Totals - -		77·08	18	—	74							
†	"Liverpool" -	—	30·00	—	6″ B.L. XI. -	—	—	1·00	1·00	—	—	—	—
				5	4″ B.L. VII. -	18	—	2·10	1·90	1·00	W. Burgess, P.O. -	4	2

† Fired less than 75 per cent. of guns.

FIRST BATTLE SQUADRON.

1	"ST. VINCENT."	1st	99·75	10	12″ B.L. XI.	32	1·70	2·40	—	1·90	R. Trevett, P.O. -	4	4
2	"Vanguard" -	1st	78·75	8	12″ B.L. XI.	20	—	1·50	—	1·50	W. Cockerill, P.O. -	3	3
3	"Bellona" -	1st	45·00	6	4″ B.L. VII. -	24	2·50	1·00	—	1·50	M. Fitzgerald, Sergt., R.M.L.I.	4	4
	Totals - -		74·50	24	—	76							
*	"Colossus" -	1st	28·50	10	12″ B.L. XI.	27	1·90	2·30	—	0·60	S. Roskruge, P.O. -	4	2
†	"Neptune" -	—	118·12	4	12″ B.L. XI.	13	1·50	2·30	2·00	2·25	W. Walford, C.P.O. -	4	3
**	"Collingwood"	—	—	—	12″ B.L. XI.	—	1·70	2·70	—	—	—	—	—
**	"Hercules" -	—	—	—	12″ B.L. XI.	—	0·70	2·20	1·90	—	—	—	—
**	"Marlborough"	—	—	—	13·5″ B.L. V.	—	—	—	—	—	—	—	—
**	"Superb" -	—	—	—	12″ B.L. X. -	—	1·70	3·10	2·90	—	—	—	—

* 1913 conditions. ** Did not fire in 1914. † Fired less than 75 per cent. of guns.

FOURTH CRUISER SQUADRON.

1	"ESSEX" -	1st	72·92	12	6″ B.L. VII. -	63	1·67	1·58	—	2·08	A. H. Tucker, L.S. -	5	4
	Totals -		72·92	12	—	63							
†	"Bristol" -	—	60·00	—	6″ B.L. XI. -	—	1·50	3·00	2·00	—	—	—	—
				2	4″ B.L. VII. -	10	2·10	1·70	1·80	2·00	W. J. Payne, Lce.-Cpl., R.M.L.I.	5	3
**	"Berwick" -	—	—	—	6″ B.L. VII. -	—	1·83	1·33	2·17	—	—	—	—
**	"Lancaster" -	—	—	—	6″ B.L. VII. -	—	1·50	—	1·83	—	—	—	—
**	"Suffolk" -	—	—	—	6″ B.L. VII. -	—	2·92	—	1·83	—	—	—	—

† Fired less than 75 per cent. of guns. ** Did not fire in 1914.

FIFTH BATTLE SQUADRON.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
1	"BULWARK"	2nd	100·00	3	12″ B.L. IX.	8	1·25	0·25	—	1·00	H. Nunn, P.O. -	4	3
				12	6″ B.L. VII. -	64	2·33	2·75	—	3·00	F. Harrison, P.O. -	6	5
2	"Prince of Wales."	1st	87·50	4	12″ B.L. IX.	14	1·50	1·50	—	2·00	J. Borlace, P.O. -	3	3
				12	6″ B.L. VII. -	65	3·17	3·09	—	2·16	S. Warren, P.O. -	5	3
3	"London" -	1st	69·20	4	12″ B.L. IX.	10	0·75	0·75	—	0·75	G. Hamilton, P.O. -	3	2
				12	6″ B.L. VII. -	57	3·09	2·58	—	2·08	J. Rawcliffe, P.O. -	5	4
4	"Topaze" -	1st	64·17	12	4″ Q.F. III. -	58	3·33	1·50	—	1·83	J. Green, P.O. - -	6	5
5	"Diamond" -	1st	55·41	12	4″ Q.F. III. -	44	2·33	2·66	—	1·58	E. W. Pye, Pte., R.M.L.I.	5	4
6	"Venerable" -	1st	53·33	3	12″ B.L. IX.	9	2·00	1·25	—	0·33	W. T. Bushell, C.P.O.	3	1
				12	6″ B.L. VII. -	60	2·50	2·50	—	1·67	G. Dennis, Lce.-Cpl., R.M.L.I.	4	3
	Totals - -		71·60	86	—	389							
†	"Irresistible"	—	80·77	2	12″ B.L. IX.	6	0·50	1·00	1·25	1·50	S. Marriott, Sergt., R.M.L.I.	3	2
				3	6″ B.L. VII. -	17	3·67	3·09	2·00	2·00	G. W. Gedney, Lce.-Cpl., R.M.L.I.	6	5
**	"Formidable"	—	—	—	12″ B.L. IX.	—	0·75	0·75	—	—	—	—	—
			—	—	6″ B.L. VII. -	—	2·58	2·75	—	—	—	—	—
**	"Implacable"	—	—	—	12″ B.L. IX.	—	2·00	1·00	—	—	—	—	—
			—	—	6″ B.L. VII. -	—	3·00	2·42	—	—	—	—	—
**	"Queen" -	—	—	—	12″ B.L. IX.	—	1·75	1·00	—	—	—	—	—
			—	—	6″ B.L. VII. -	—	2·50	2·09	—	—	—	—	—

† Fired less than 75 per cent. of guns. ** Did not fire in 1914.

S.E. AND WEST COAST OF AMERICA.

1	"GLASGOW"	2nd	69·44	2	6″ B.L. XI. -	12	4·50	0·00	4·50	3·50	A. Hill, Pte., R.M.L.I.	6	4
				10	4″ B.L. VII. -	39	2·80	0·80	1·00	2·00	A. Hussey, P.O. -	3	3
	Totals - -		69·44	12	—	51							
**	"Algerine" -	—	—	—	4″ Q.F. I. -	—	3·00	—	1·75	—	—	—	—
**	"Shearwater"	—	—	—	4″ Q.F. III. -	—	1·50	0·33	1·20	—	—	—	—

** Did not fire in 1914.

FLOTILLA CRUISERS AND DEPÔT SHIPS.

1	"VULCAN" -	1st	91·66	8	4·7″ Q.F. -	38	—	2·75	—	2·75	J. B. Smith, P.O. -	6	5
2	"Amethyst" -	1st	90·41	12	4″ Q.F. III. -	59	0·83	1·58	—	2·58	C. E. Hill, A.B. -	5	5
3	"Fearless" -	1st	87·00	10	4″ B.L. VII. -	43	—	—	—	2·90	W. Stokes, A.B. -	6	4
4	"Blake" -	—	59·16	4	6″ Q.F. - -	18	—	—	—	0·75	R. M. Hitchcock L.S.	5	1
				4	4″ B.L. VII. -	20	—	—	1·50	3·25	J. Roberts, L.S. -	4	4
5	"Woolwich" - (Fired from T.B.D.)	1st	52·50	4	4″ B.L. VIII.	21	—	—	—	1·75	W. Honey, L.S. -	6	4
6	"St. George" -	5th	49·58	4	6″ Q.F. - -	18	3·25	4·00	—	1·75	D. Leslie, A.B. -	4	3
7	"Active" -	1st	45·00	10	4″ B.L. VII. -	40	—	2·60	—	1·50	T. W. Westcott, P.O.	4	4
8	"Hebe" - -	2nd	33·33	2	4·7″ Q.F. -	6	—	1·50	—	1·00	J. Taylor, P.O. -	4	2
	Totals - -		63·58	58	—	263							
**	"Adventure" -	—	—	—	4″ Q.F. IV. -	—	—	—	—	—	—	—	—
**	"Attentive" -	—	—	—	4″ Q.F. IV. -	—	—	—	—	—	—	—	—

** Did not fire in 1914.

Results obtained in Seoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
**	"Blenheim" -	—	—	—	6″ Q.F. - -	—	—	—	—	—	—	—	—
				—	4″ B.L. VIII.	—	—	—	1·75	—	—	—	—
**	"Bonaventure"	—	—	—	6″ Q.F. - -	—	—	4·00	1·00	—	—	—	—
				—	4·7″ Q.F. -	—	—	4·00	1·75	—	—	—	—
**	"Dido" - -	—	—	—	6″ B.L. VII. -	—	2·27	—	—	—	—	—	—
**	"Foresight" -	—	—	—	4″ Q.F. IV. -	—	—	—	—	—	—	—	—
**	"Forward" -	—	—	—	4″ Q.F. IV. -	—	—	—	—	—	—	—	—
**	"Hazard" -	—	—	—	4·7″ Q.F. -	—	—	0·50	0·50	—	—	—	—
**	"Hecla" -	—	—	—	4″ B.L. VIII.	—	—	—	—	—	—	—	—
**	"Patrol" -	—	—	—	4″ Q.F. IV. -	—	—	—	—	—	—	—	—
**	"Skirmisher"	—	—	—	4″ Q.F. IV. -	—	—	—	—	—	—	—	—

** Did not fire in 1914.

THIRD CRUISER SQUADRON.

1	"DEVONSHIRE."	1st	81·48	4	7·5″ B.L. I. -	17	—	2·50	—	1·00	J. Connell, P.O. -	5	2
				5	6″ B.L. VII. -	26	—	1·83	—	3·20	W. Wilson, L.S. -	5	4
2	"Argyll" -	1st	36·66	4	7·5″ B.L. I. -	15	2·25	1·75	—	0·50	A. B. Duff, L.S. -	2	1
				6	6″ B.L. VII. -	25	3·50	2·33	—	1·33	G. R. Halton, Pte., R.M.L.I.	6	4
	Totals - -		59·07	19	—	83							
†	"Antrim" -	—	63·88	2	7·5″ B.L. I. -	8	2·50	1·00	—	2·00	T. Standing, C.P.O. -	4	3
				4	6″ B.L. VII. -	20	4·33	3·17	—	1·50	P. Rawson, Gunner, R.M.A.	6	3
†	"Roxburgh" -	—	0·00	—	7·5″ B.L. I. -	—	2·00	1·75	—	—	—	—	—
				1	6″ B.L. VII. -	4	1·17	2·67	—	0·00	C. Pritchard, Corpl., R.M.L.I.	4	0

† Fired less than 75 per cent. of guns.

MEDITERRANEAN.

1	"INDOMITABLE."	1st	59·06	8	12″ B.L. X. -	24	—	2·13	—	1·125	R. W. Ward, Sergt., R.M.A.	4	3
	Totals - -		59·06	8	—	24							
*	"Inflexible" -	1st	118·75	2	12″ B.L. X. -	7	—	1·38	1·63	2·50	A. White, P.O. -	4	3
*	"Warrior" -	1st	117·00	6	9·2″ B.L. X. -	29	2·83	2·67	—	4·16	W. McMillan, C.P.O.	6	6
				4	7·5″ B.L. II. -	17	2·75	3·00	—	3·50	F. Dyer, P.O. - -	5	5
*	"Weymouth"	1st	91·66	8	6″ B.L. XI. -	33	—	3·43	—	2·75	H. Hagger, A.B. -	6	6
*	"Defence" -	1st	88·42	4	9·2″ B.L. XI.	14	1·50	1·50	2·00	2·00	T. D. Halliday, Sergt., R.M.A.	4	3
				10	7·5″ B.L. II. -	53	2·60	2·50	2·80	2·80	J. Dart, P.O. - -	6	6
*	"Duke of Edinburgh."	1st	61·04	6	9·2″ B.L. X. -	23	3·00	1·83	—	1·17	W. A. Reed, P.O. -	5	4
				10	6″ B.L. XI. -	52	2·90	1·20	—	2·30	G. T. James, Lce.-Corpl., R.M.L.I.	6	4
**	"Black Prince"	—	—	—	9·2″ B.L. X. -	—	4·00	1·83	—	—	—	—	—
				—	6″ B.L. XI. -	—	2·20	2·00	—	—	—	—	—
**	"Chatham" -	—	—	—	6″ B.L. XI. -	—	—	—	2·12	—	—	—	—
**	"Dublin" -	—	—	—	6″ B.L. XI. -	—	—	—	3·25	—	—	—	—
**	"Gloucester" -	—	—	—	6″ B.L. XI. -	—	—	3·50	3·50	—	—	—	—
				—	4″ B.L. VII. -	—	—	1·30	1·90	—	—	—	—
**	"Hussar" -	—	—	—	4·7″ Q.F. -	—	—	—	—	—	—	—	—
**	"Indefatigable"	—	—	—	12″ B.L. X. -	—	1·25	1·00	1·00	—	—	—	—

* 1913 conditions. ** Did not fire in 1914.

SPECIAL SERVICE VESSELS.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made
1	"ALERT" -	1st	17·50	4	4″ Q.F. I. -	9	—	—	1·25	0·50	H. Dodge, L.S. -	3	1
	"ODIN" -	1st	17·50	4	4″ Q.F. I. -	16	—	—	1·83	0·50	L. W. Hoad, P.O. -	5	1
	Totals - -		17·50	8	—	25							
†	"Cyclops" -	—	75·00	2	4″ B.L. VIII.	9	—	—	3·00	2·50	A. C. Tagg, P.O. -	5	4
**	"Bramble" -	—	—	—	4″ Q.F. III. -	—	1·00	—	1·00	—	—	—	—
**	"Britomart" -	—	—	—	4″ Q.F. III. -	—	—	—	—	—	—	—	—
**	"Cadmus" -	—	—	—	4″ Q.F. III. -	—	3·33	—	—	—	—	—	—
**	"Clio" - -	—	—	—	4″ Q.F. III. -	—	2·33	—	—	—	—	—	—
**	"Cornwall" -	—	—	—	6″ B.L. VII. -	—	—	3·08	—	—	—	—	—
**	"Cumberland"	—	—	—	6″ B.L. VII. -	—	2·83	1·42	3·16	—	—	—	—
**	"Dryad" -	—	—	—	4·7″ Q.F. -	—	2·00	1·00	1·00	—	—	—	—
**	"Dwarf" -	—	—	—	4″ Q.F. III. -	—	—	2·00	3·00	—	—	—	—
**	"Espiegle" -	—	—	—	4″ Q.F. III. -	—	—	—	2·50	—	—	—	—
**	"Halcyon" -	—	—	—	4·7″ Q.F. -	—	1·00	3·00	3·00	—	—	—	—
**	"Harrier" -	—	—	—	4·7″ Q.F. -	—	0·50	—	2·00	—	—	—	—
**	"Highflyer" -	—	—	—	6″ Q.F. - -	—	4·55	4·63	—	—	—	—	—
**	"Niger" -	—	—	—	4·7″ Q.F. -	—	—	—	—	—	—	—	—
**	"Ringdove" -	—	—	—	4″ Q.F. - -	—	—	—	—	—	—	—	—
**	"Sappho" -	—	—	—	6″ Q.F. - -	—	—	—	—	—	—	—	—
					4·7″ Q.F. -	—	—	—	—	—	—	—	—
**	"Seagull" -	—	—	—	4·7″ Q.F. -	—	2·00	0·00	0·50	—	—	—	—
**	"Spanker" -	—	—	—	4·7″ Q.F. -	—	0·00	1·50	0·50	—	—	—	—
**	"Sphinx" -	—	—	—	4″ Q.F. - -	—	—	—	0·00	—	—	—	—
**	"Thistle" -	—	—	—	4″ Q.F. III. -	—	2·00	—	0·00	—	—	—	—
**	"Torch" -	—	—	—	4″ Q.F. I. -	—	—	—	—	—	—	—	—
**	"Vindictive" -	—	—	—	6″ Q.F. - -	—	—	1·90	—	—	—	—	—

† Fired less than 75 per cent. of guns. ** Did not fire in 1914.

EAST INDIES SQUADRON.

*	"DARTMOUTH."	1st	129·16	8	6″ B.L. XI. -	41	—	2·25	—	3·875	P. J. O'Neill, Pte., R.M.L.I.	6	6
**	"Fox" - -	—	—	—	6″ Q.F. -	—	—	—	0·00	—	—	—	—
					4·7″ Q.F. -	—	—	—	1·62	—	—	—	—
**	"Swiftsure" -	—	—	—	10″ B.L. VI.	—	1·75	—	1·00	—	—	—	—
					7·5″ B.L. III.	—	2·86	—	1·86	—	—	—	—

* 1913 conditions. ** Did not fire in 1914.

FOURTH BATTLE SQUADRON.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
†	"DREADNOUGHT."	—	157·50	2	12″ B.L. X. -	8	1·20	2·30	1·00	3·00	C. U. Baker, P.O. -	4	3
†	"Agamemnon"	—	157·50	1	12″ B.L. X. -	4	—	1·00	0·75	3·00	W. Nash, P.O. -	4	3
				—	9·2″ B.L. XI.	—	—	2·13	1·75	—	—	—	—
				—	9·2″ B.L. XI.	—	—	2·00	2·00	—	—	—	—
†	"Blonde" -	—	45·00	4	4″ B.L. VII. -	18	2·10	1·50	2·00	1·50	A. A. Garwood, A.B.	5	4
**	"Bellerophon"	—	—	—	12″ B.L. X. -	—	1·20	2·10	—	—	—	—	—
**	"Temeraire" -	—	—	—	12″ B.L. X. -	—	2·10	1·40	—	—	—	—	—

† Fired less than 75 per cent. of guns. ** Did not fire in 1914.

SIXTH BATTLE SQUADRON.

†	"LORD NELSON."	—	125·00	1	12″ B.L. X. -	4	0·50	1·00	1·50	3·00	S. G. Lambert, C.P.O.	4	3
				2	9·2″ B.L. XI.	8	2·00	1·50	1·12	3·00	P. Inkson, L.S. -	4	4
				1	9·2″ B.L. XI.	4	4·00	3·00	3·60	2·00	J. Tucker, L.S -	4	2
†	"Russell" -	—	96·25	—	12″ B.L. IX. -	—	2·25	0·75	—	—	—	—	—
				4	6″ B.L. VII. -	21	4·00	1·58	—	2·75	W. Morey, Corpl., R.M.L.I.	6	4
**	"Albemarle" -	—	—	—	12″ B.L. IX. -	—	1·00	—	—	—	—	—	—
				—	6″ B.L. VII. -	—	1·65	—	—	—	—	—	—
**	"Cornwallis"	—	—	—	12″ B.L. IX.	—	1·75	1·75	—	—	—	—	—
				—	6″ B.L. VII. -	—	3·50	3·92	—	—	—	—	—
**	"Duncan" -	—	—	—	12″ B.L. IX.	—	1·25	—	—	—	—	—	—
				—	6″ B.L. VII. -	—	3·00	—	—	—	—	—	—
**	"Exmouth" -	—	—	—	12″ B.L. IX.	—	0·75	1·00	—	—	—	—	—
				—	6″ B.L. VII. -	—	3·75	4·00	—	—	—	—	—
**	"Vengeance" -	—	—	—	12″ B.L. VIII.	—	—	—	—	—	—	—	—
				—	6″ Q.F. -	—	—	—	—	—	—	—	—

† Fired less than 75 per cent. of guns. ** Did not fire in 1914.

THIRD BATTLE SQUADRON.

†	"HIBERNIA"	—	71·00	4	12″ B.L. IX. -	14	0·75	1·50	—	0·25	F. G. Twine, Sergt., R.M.A.	4	1
				4	9·2″ B.L. X.	20	2·50	0·75	—	3·00	W. Davidson, C.P.O.	5	4
				5	6″ B.L. XI. -	26	1·90	1·60	—	2·60	A. M. Morrice, P.O.	6	4
†	"Zealandia" -	—	60·00	—	12″ B.L. IX. -	—	0·75	1·75	—	—	—	—	—
				1	9·2″ B.L. X. -	4	3·50	1·50	—	1·00	W. Holbrow, P.O. -	4	1
				3	6″ B.L. VII. -	14	2·10	3·60	—	2·00	S. Goodwin, P.O. -	5	3
†	"King Edward VII."	—	52·50	1	12″ B.L. IX. -	4	1·50	1·00	—	0·00	G. Marshall, C.P.O. -	4	0
				—	9·2″ B.L. X. -	—	3·75	4·25	—	—	—	—	—
				2	6″ B.L. VII. -	9	2·50	2·40	—	2·00	E. J. Ford, Pte., R.M.L.I.	4	3
†	"Commonwealth."	—	35·00	—	12″ B.L. IX. -	—	1·50	2·25	—	—	—	—	—
				—	9·2″ B.L. X. -		4·00	2·75	—	—	—	—	—
				1	6″ B.L. VII. -	4	3·60	3·30	—	1·00	J. L. Reed, Sergt. -	4	1
†	"Blanche" -	—	0·00	1	4″ B.L. VII. -	2	2·80	1·40	1·60	0·00	W. J. Wadley, Sergt., R.M.L.I.	2	0
**	"Africa" -	—	—	—	12″ B.L. IX. -	—	1·00	1·00	—	—	—	—	—
					9·2″ B.L. X. -	—	3·75	1·75	—				
					6″ B.L. XI. -	—	2·30	1·80	—				
**	"Britannia" -	—	—	—	12″ B.L. IX. -	—	1·75	1·75	—	—	—	—	—
					9·2″ B.L. X. -	—	3·25	3·75	—				
					6″ B.L. XI. -	—	2·80	2·40	—				
**	"Dominion" -	—	—	—	12″ B.L. IX. -	—	1·75	1·00	—	—	—	—	—
					9·2″ B.L. X. -	—	5·00	4·25	—				
					6″ B.L. VII. -	—	3·50	2·10	—				
**	"Hindustan" -	—	—	—	12″ B.L. IX. -	—	0·75	2·00	0·33	—	—	—	—
					9·2″ B.L. X. -	—	2·50	2·25	1·00				
					6″ B.L. VII. -	—	3·30	1·80	2·00				

† Fired less than 75 per cent. of gunlayers. ** Did not fire in 1914.

AUSTRALIAN FLEET.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
**	"AUSTRALIA"	—	—	—	12" B.L. X. -	—	—	—	2·13	—	—	—	—
**	"Encounter" -	—	—	—	6" B.L. VII. -	—	3·36	—	1·55	—	—	—	—
**	"Melbourne" -	—	—	—	6" B.L. XI. -	—	—	—	—	—	—	—	—
**	"Sydney" -	—	—	—	6" B.L. XI. -	—	—	—	2·50	—	—	—	—

** Did not fire in 1914.

NEW ZEALAND DIVISION.

**	"PHILOMEL"	—	—	—	4·7" Q.F. -	—	—	1·63	—	—	—	—	—
**	"Psyche" -	—	—	—	4" Q.F. III. -	—	3·00	1·50	—	—	—	—	—
**	"Pyramus" -	—	—	—	4" Q.F. III. -	—	2·00	—	—	—	—	—	—

** Did not fire in 1914.

CAPE OF GOOD HOPE.

**	"ASTRÆA" -	—	—	—	6" Q.F. -	—	2·00	—	0·00	—	—	—	—
				—	4·7" Q.F. -	—	2·75	—	1·75	—	—	—	—
**	"Hyacinth" -	—	—	—	6" Q.F. -	—	—	—	2·82	—	—	—	—
**	"Pegasus" -	—	—	—	4" Q.F. III. -	—	2·00	1·25	0·38	—	—	—	—

** Did not fire in 1914.

TRAINING SQUADRON.

1	"CRESCENT"	1st	90·13	1	9·2" B.L. VI.	3	—	—	—	2·00	W. A. Norton, Sergt., R.M.L.I.	3	2
				12	6" Q.F. -	59	—	—	—	3·25	A. G. Jelley, A.B. -	6	5
2	"Royal Arthur."	Training Squadron.	43·59	1	9·2" B.L. VI.	2	—	—	—	0·00	F. Whitcombe, Pte., R.M.L.I.	2	0
				12	6" Q.F. -	47	—	—	—	1·66	G. W. Gardner, P.O.	6	3
3	"Edgar" -	1st	33·06	2	9·2" B.L. VI.	7	—	—	—	0·00	J. H. Bird, Corpl., R.M.L.I.	4	0
				10	6" Q.F. -	39	—	—	—	1·40	A. Goldsack, P.O. -	6	3
4	"Theseus" -	1st	30·69	2	9·2" B.L. VI.	5	—	—	—	0·00	J. McGoldrick, P.O.	3	0
				10	6" Q.F. -	41	—	—	—	1·30	G. Lonie, Pte., R.M.L.I.	4	3
5	"Hawke" -	1st	23·16	2	9·2" B.L. VI.	6	—	—	—	0·50	W. H. Mann, Sergt., R.M.L.I.	2	1
				8	6" Q.F. -	28	—	—	—	0·88	W. Scott, L.S. -	4	3
	Totals - -		44·12	60	—	237							
**	"Endymion" -	—	—	—	9·2" B.L. VI.	—	—	—	—	—	—	—	—
				—	6" Q.F. -	—	—	—	—	—	—	—	—
**	"Gibraltar" -	—	—	—	9·2" B.L. VI.	—	—	—	—	—	—	—	—
				—	6" Q.F. -	—	—	—	—	—	—	—	—
**	"Grafton" -	—	—	—	9·2" B.L. VI.	—	—	—	—	—	—	—	—
				—	6" Q.F. -	—	—	—	—	—	—	—	—

** Did not fire in 1914.

ABSTRACT OF RETURNS

OF

ANNUAL TEST OF GUNLAYERS

WITH

HEAVY GUNS

IN

HIS MAJESTY'S FLEET, 1914;

WITH COMPARISON OF RESULTS OF 1912, 1913 AND 1914.

13·5″ B.L.

Order of Merit.	Ship.	1st or 2nd Firing.	Station.	Scoring Time. Total No. of Men Firing. 1914.	Rounds.	Comparison with previous Years. Hits per Gun firing. 1911.	1912.	1913.	1914.
1	"AUDACIOUS" -	1st	2nd Battle Squadron -	10	39	—	—	—	3·30
2	"Orion" - -	1st	2nd Battle Squadron -	10	33	—	2·40	—	2·80
3	"Iron Duke" - -	1st	Fleet Flagship - -	10	31	—	—	—	2·70
*	"Centurion" - -	—	2nd Battle Squadron -	—	—	—	—	1·90	—
*	"Conqueror" - -	—	2nd Battle Squadron -	—	—	—	—	1·80	—
*	"Monarch" - -	—	2nd Battle Squadron -	—	—	—	1·60	—	—
*	"King George V." -	—	2nd Battle Squadron -	—	—	—	—	2·70	—
*	"Thunderer" - -	—	2nd Battle Squadron -	—	—	—	1·80	2·60	—
*	"Queen Mary" -	—	1st Battle Cruiser Squadron.	—	—	—	—	0·63	—
*	"Lion" - - -	—	1st Battle Cruiser Squadron.	—	—	—	1·88	—	—
*	"Princess Royal" -	—	1st Battle Cruiser Squadron.	—	—	—	—	2·11	—
*	"Ajax" - - -	—	2nd Battle Squadron -	—	—	—	—	—	—
*	"Marlborough" -	—	2nd Battle Squadron -	—	—	—	—	—	—

* Did not fire in 1914.

12″ B.L.

1	"ST. VINCENT"	1st	1st Battle Squadron -	10	32	1·70	2·40	—	1·90
2	"New Zealand" -	1st	1st Battle Cruiser Squadron.	8	22	—	—	—	1·75
3	"Vanguard" - -	1st	1st Battle Squadron -	8	20	—	1·50	—	1·50
4	"Indomitable" -	1st	2nd Battle Cruiser Squadron (Mediterranean).	8	24	—	2·13	—	1·25
5	"Hibernia" - -	2nd	3rd Battle Squadron -	4	14	0·75	1·50	—	0·25
†	"Agamemnon" -	—	4th Battle Squadron -	1	4	—	1·00	0·75	3·00
†	"Dreadnought" -	—	4th Battle Squadron -	2	8	1·20	2·30	1·00	3·00
†	"Lord Nelson" -	—	6th Battle Squadron -	1	4	0·50	1·00	1·50	3·00
†	"Neptune" - -	—	1st Battle Squadron -	4	13	1·50	2·30	2·00	2·25
†	"King Edward VII."	—	3rd Battle Squadron -	1	4	1·50	1·00	—	0·00

† Fired less than 75 per cent. of their guns

Order of Merit.	Ship.	1st or 2nd Firing.	Station.	Scoring Time. Total No. of Men Firing, 1914.	Total No. of Rounds.	Comparison with previous Years. Hits per Gun firing. 1911.	1912.	1913.	1914.
	"Inflexible" - - (1913 conditions.)	—	2nd Battle Cruiser Squadron (Mediterranean).	2	7	—	1·38	1·63	2·50
	"Vanguard" - - (1913 conditions.)	—	1st Battle Squadron -	2	7	—	1·50	—	1·00
	"Colossus" - - (1913 conditions.)	1st	1st Battle Squadron -	10	27	1·90	2·30	—	0·60
	"St. Vincent" - (1913 conditions.)	—	1st Battle Squadron -	2	4	1·70	2·40	—	0·50
*	"Dominion" - -	—	3rd Battle Squadron -	—	—	1·75	1·00	—	—
*	"Bellerophon" -	—	4th Battle Squadron -	—	—	1·20	2·10	—	—
*	"Superb" - -	—	1st Battle Squadron -	—	—	1·70	3·10	2·90	—
*	"Collingwood" -	—	1st Battle Squadron -	—	—	1·70	2·70	—	—
*	"Indefatigable" -	—	2nd Battle Cruiser Squadron (Mediterranean).	—	—	1·25	1·00	1·00	—
*	"Commonwealth" -	—	3rd Battle Squadron -	—	—	1·50	2·25	—	—
*	"Africa" - -	—	3rd Battle Squadron -	—	—	1·00	1·00	—	—
*	"Temeraire" - -	—	1st Battle Squadron -	—	—	2·10	1·40	—	—
*	"Hindustan" - -	—	3rd Battle Squadron -	—	—	0·75	2·00	0·33	—
*	"Britannia" - -	—	3rd Battle Squadron -	—	—	1·75	1·75	—	—
*	"Hercules" - -	—	1st Battle Squadron -	—	—	0·70	2·20	1·90	—
*	"Australia" - -	—	Australian Fleet, H.M.A.N.	—	—	—	—	2·87	—
*	"Zealandia" - -	—	3rd Battle Squadron -	—	—	0·75	1·75	—	—

* Did not fire in 1914.

12″ B.L.

Previous to King Edward.

1	"PRINCE OF WALES."	1st	5th Battle Squadron -	4	14	1·50	1·50	—	2·00
2	"Bulwark" - -	2nd	5th Battle Squadron -	3	8	1·25	0·25	—	1·00
3	"London" - -	1st	5th Battle Squadron -	4	10	0·75	0·75	—	0·75
4	"Venerable" - -	1st	5th Battle Squadron -	3	9	2·00	1·25	—	0·33
†	"Irresistible" - -	—	5th Battle Squadron -	2	6	0·50	1·00	1·25	1·50
*	"Vengeance" - -	—	6th Battle Squadron -	—	—	—	—	—	—
*	"Formidable" -	—	5th Battle Squadron -	—	—	0·75	0·75	—	—
*	"Queen" - -	—	5th Battle Squadron -	—	—	1·75	1·00	—	—
*	"Cornwallis" - -	—	6th Battle Squadron -	—	—	1·75	1·75	—	—
*	"Russell" - -	—	6th Battle Squadron -	—	—	2·25	0·75	—	—
*	"Exmouth" - -	—	6th Battle Squadron -	—	—	0·75	1·00	—	—
*	"Implacable" - -	—	5th Battle Squadron -	—	—	2·00	1·00	—	—
*	"Duncan" - -	—	6th Battle Squadron -	—	—	1·25	—	—	—
*	"Albemarle" - -	—	6th Battle Squadron -	—	—	1·00	—	—	—

* Did not fire in 1914. † Fired less than 75 per cent. of their guns.

10″ B.L.

*	"SWIFTSURE" -	—	East Indies Squadron -	—	—	1·75	—	1·00	—
*	"Triumph" - -	—	China Squadron - -	—	—	0·75	—	—	—

* Did not fire in 1914.

9·2″ B.L.

DOUBLE GUN TURRETS.

Order of Merit.	Ship.	1st or 2nd Firing.	Station.	Scoring Time. Total No. of Men Firing, 1914.	Total No. of Rounds.	Comparison with previous Years. Hits per Gun firing. 1911.	1912.	1913.	1914.
1	"SHANNON" -	1st	2nd Cruiser Squadron -	4	9	0·75	0·75	—	2·25
†	"Lord Nelson" -	—	6th Battle Squadron -	2	8	2·00	1·50	1·12	3·00
—	"Defence" - - (1913 conditions).	1st	1st Cruiser Squadron (Mediterranean).	4	14	1·50	1·50	—	2·00
*	"Agamemnon" -	—	4th Battle Squadron -	—	—	—	2·13	1·75	—
*	"Minotaur" - -	—	China Squadron - -	—	—	2·50	2·25	—	—

† Fired less than 75 per cent. of their guns. * Did not fire in 1914.

9·2″ B.L. MARKS X. AND XI.

SINGLE GUN TURRETS.

1	"HIBERNIA" -	—	3rd Battle Squadron -	4	20	2·50	0·75	—	3·00
2	"Duke of Edinburgh"	1st	1st Cruiser Squadron (Mediterranean.)	6	23	3·00	1·83	—	1·17
†	"Lord Nelson" -	—	6th Battle Squadron -	1	4	4·00	3·00	3·00	2·00
†	"Zealandia" - -	—	3rd Battle Squadron -	1	4	3·50	1·50	—	1·00
†	"Natal" - -	—	2nd Cruiser Squadron -	1	5	3·33	3·17	—	0·00
—	"Warrior" - - (1913 conditions.)	1st	1st Cruiser Squadron (Mediterranean).	6	29	2·83	2·67	—	4·16
—	"Cochrane" - - (1913 conditions.)	—	2nd Cruiser Squadron -	2	9	2·17	3·66	3·00	2·00
*	"Africa" - -	—	3rd Battle Squadron -	—	—	3·75	1·75	—	—
*	"Hindustan" - -	—	3rd Battle Squadron -	—	—	2·50	2·25	1·00	—
*	"Commonwealth" -	—	3rd Battle Squadron -	—	—	4·00	2·75	—	—
*	"Dominion" - -	—	3rd Battle Squadron -	—	—	5·00	4·25	—	—
*	"Britannia" - -	—	3rd Battle Squadron -	—	—	3·25	3·75	—	—
*	"Agamemnon" -	—	4th Battle Squadron -	—	—	—	2·00	2·00	—
*	"Black Prince" -	—	1st Cruiser Squadron (Mediterranean).	—	—	4·00	1·83	—	—
*	"Achilles" - -	—	2nd Cruiser Squadron -	—	—	3·17	3·17	2·50	—
*	"King Edward VII."	—	3rd Battle Squadron -	—	—	3·75	4·25	—	—

† Fired less than 75 per cent. of their guns. * Did not fire in 1914.

9·2″ B.L. MARK VI.

TRAINING SQUADRON.

1	"CRESCENT" -	1st	Training Service - -	1	3	—	—	—	2·00
2	"Hawke" - -	1st	Training Service - -	2	6	—	—	—	0·50
3	"Theseus" - -	1st	Training Service - -	2	5	—	—	—	0·00
	"Edgar" - -	1st	Training Service - -	2	7	—	—	—	0·00
	"Royal Arthur" -	—	Training Service - -	1	2	—	—	—	0·00
*	"Gibraltar" - -	—	Training Service - -	—	—	—	—	—	—
*	"Grafton" - -	—	Training Service - -	—	—	—	—	—	—
*	"Endymion" - -	—	Training Service - -	—	—	—	—	—	—

* Did not fire in 1914.

7·5″ B.L. MARK I.

Order of Merit.	Ship.	1st or 2nd Firing.	Station.	Scoring Time. Total No. of Men Firing, 1914.	Total No. of Rounds.	Comparison with previous Years. Hits per Gun firing. 1911.	1912.	1913.	1914.
1	"HAMPSHIRE" -	1st	China Squadron - -	4	15	2·25	2·25	—	2·00
2	"Carnarvon" - -	2nd	5th Cruiser Squadron -	4	13	1·75	1·25	—	1·50
3	"Devonshire" - -	1st	3rd Cruiser Squadron -	4	17	—	2·50	—	1·00
4	"Argyll" - -	1st	3rd Cruiser Squadron -	4	15	2·25	1·75	—	0·50
†	"Antrim" - -	2nd	3rd Cruiser Squadron -	2	8	2·50	1·00	—	2·00
*	"Roxburgh" - -	—	3rd Cruiser Squadron -	—	—	2·00	1·75	—	—

† Fired less than 75 per cent. of her guns. * Did not fire in 1914.

7·5″ B.L. MARK II.

1	"NATAL" - -	—	2nd Cruiser Squadron -	3	17	5·00	3·75	—	3·33
2	"Shannon" - -	1st	2nd Cruiser Squadron -	10	49	3·20	2·00	—	2·40
—	"Warrior" - - (1913 conditions.)	1st	1st Cruiser Squadron (Mediterranean.)	4	17	2·75	3·00	—	3·50
—	"Defence" - - (1913 conditions.)	1st	1st Cruiser Squadron (Mediterranean).	10	53	2·60	2·50	—	2·80
—	"Cochrane" - - (1913 conditions.)	—	2nd Cruiser Squadron -	2	10	2·25	3·25	3·75	2·00
*	"Minotaur" - -	—	China Squadron - -	—	—	3·90	3·80	—	—
*	"Achilles" - -	—	2nd Cruiser Squadron -	—	—	3·00	1·75	2·75	—

* Did not fire in 1914.

7·5″ B.L. MARK III.

*	"SWIFTSURE" -	—	East Indies Squadron -	—	—	2·86	—	1·86	—
*	"Triumph" - -	—	China Squadron - -	—	—	2·07	—	—	—

* Did not fire in 1914.

6″ B.L. MARK XI. AND XII.

1	"GLASGOW" -	2nd	Special Service - -	2	12	4·50	0·00	4·50	3·50
2	"Yarmouth" - -	1st	China Squadron - -	8	36	—	4·75	—	3·13
3	"Birmingham" -	1st	1st Light Cruiser Squadron.	9	45	—	—	—	3·00
4	"Falmouth" - -	2nd	5th Cruiser Squadron -	8	36	2·88	—	—	2·37
5	"Nottingham" -	1st	1st Light Cruiser Squadron.	9	39	—	—	—	2·33
6	"Duke of Edinburgh"	1st	1st Cruiser Squadron (Mediterranean).	10	52	2·90	1·20	—	2·30
7	"Southampton" -	2nd	1st Light Cruiser Squadron.	4	17	—	—	2·88	2·25
†	"Hibernia" - -	—	3rd Battle Squadron -	5	26	1·90	1·60	—	2·60
—	"Dartmouth" - - (1913 conditions).	1st	East Indies Squadron -	8	41	—	2·25	—	3·875
—	"Weymouth" - - (1913 conditions.)	1st	Light Cruiser (Mediterranean).	8	33	—	3·43	—	2·75
*	"Britannia" - -	—	3rd Battle Squadron -	—	—	2·80	2·40	—	—
*	"Africa" - -	—	3rd Battle Squadron -	—	—	2·30	1·80	—	—

† Fired less than 75 per cent. of their guns. * Did not fire in 1914.

Order of Merit.	Ship.	1st or 2nd Firing.	Station.	Scoring Time. Total No. of Men Firing, 1914.	Total No. of Rounds.	Comparison with previous Years. Hits per Gun firing. 1911.	1912.	1913.	1914.
*	"Black Prince" -	—	1st Cruiser Squadron (Mediterranean).	—	—	2·20	2·00	—	—
*	"Lowestoft" - -	—	1st Light Cruiser Squadron.	—	—	—	—	—	—
*	"Sydney" - -	—	Light Cruiser (Australian Fleet), H.M.A.N.	—	—	—	—	2·50	—
*	"Chatham" - -	—	Light Cruiser (Mediterranean).	—	—	—	—	2·12	—
*	"Melbourne" - -	—	Light Cruiser (Australian Fleet), H.M.A.N.	—	—	—	—	—	—
*	"Gloucester" - -	—	Light Cruiser (Mediterranean).	—	—	—	3·50	3·50	—
*	"Dublin" - -	—	Light Cruiser (Mediterranean).	—	—	—	—	3·25	—
*	"Newcastle" - -	—	Light Cruiser (China) -	—	—	2·00	3·50	2·50	—
*	"Bristol" - -	—	5th Cruiser Squadron -	—	—	1·50	3·00	2·00	—
*	"Liverpool" - -	—	5th Cruiser Squadron -	—	—	—	1·00	1·00	—

* Did not fire in 1914.

6″ B.L. MARK VII. AND VIII.

1	"DEVONSHIRE"	1st	3rd Cruiser Squadron -	5	26	—	1·83	—	3·20
2	"Hampshire" -	1st	China Squadron - -	6	31	1·33	2·33	—	3·00
2	"Bulwark" - -	2nd	5th Battle Squadron -	12	64	2·33	2·75	—	3·00
4	"Carnarvon" - -	2nd	5th Cruiser Squadron -	6	25	1·50	1·50	—	2·33
5	"Prince of Wales" -	1st	5th Battle Squadron -	12	65	3·17	3·09	—	2·16
6	"London" - -	1st	5th Battle Squadron -	12	57	3·09	2·58	—	2·08
6	"Essex" - -	1st	4th Cruiser Squadron -	12	63	1·67	1·58	—	2·08
8	"Iron Duke" - -	1st	Fleet Flagship - -	12	45	—	—	—	2·08
9	"Venerable" - -	1st	5th Battle Squadron -	12	60	2·50	2·50	—	1·67
10	"Argyll" - -	1st	3rd Cruiser Squadron -	6	25	3·50	2·33	—	1·33
†	"Russell" - -	—	6th Battle Squadron -	4	21	4·00	1·58	—	2·75
†	"Zealandia" - -	—	3rd Battle Squadron -	3	14	2·10	3·60	—	2·00
†	"Irresistible" -	—	5th Battle Squadron -	3	17	3·67	3·09	2·00	2·00
†	"Antrim" - -	—	3rd Cruiser Squadron -	4	20	4·33	3·17	—	1·50
†	"King Edward VII."	—	3rd Battle Squadron -	2	9	2·50	2·40	—	2·00
†	"Commonwealth" -	—	3rd Battle Squadron -	1	4	3·60	3·30	—	1·00
†	"Roxburgh" - -	—	3rd Cruiser Squadron -	1	4	1·17	2·67	—	0·00
*	"Queen" - -	—	3rd Battle Squadron -	—	—	2·50	2·09	—	—
*	"Dominion" - -	—	3rd Battle Squadron -	—	—	3·50	2·10	—	—
*	"Implacable" - -	—	5th Battle Squadron -	—	—	3·00	2·42	—	—
*	"Formidable" - -	—	5th Battle Squadron -	—	—	2·58	2·75	—	—
*	"Cornwallis" - -	—	6th Battle Squadron -	—	—	3·50	3·92	—	—
*	"Albemarle" - -	—	6th Battle Squadron -	—	—	1·66	—	—	—
*	"Exmouth" - -	—	6th Battle Squadron -	—	—	3·75	4·00	—	—
*	"Duncan" - -	—	6th Battle Squadron -	—	—	3·00	—	—	—
*	"Berwick" - -	—	4th Cruiser Squadron -	—	—	1·83	1·33	2·17	—
*	"Lancaster" - -	—	4th Cruiser Squadron -	—	—	1·50	—	1·83	—
*	"Suffolk" - -	—	4th Cruiser Squadron -	—	—	2·92	—	1·83	—
*	"Encounter" - -	—	Light Cruiser (Australian Fleet), H.M.A.N.	—	—	3·36	—	1·55	—
*	"Dido" - - -	—	Flotilla Cruiser - -	—	—	2·27	—	—	—
*	"Cumberland" -	—	Special Service - -	—	—	2·83	1·42	3·16	—
*	"Cornwall" - -	—	Special Service - -	—	—	—	3·08	—	—
*	"Marlborough" -	—	1st Battle Squadron -	—	—	—	—	—	—
*	"Hindustan" - -	—	3rd Battle Squadron -	—	—	3·30	1·80	2·00	—

† Fired less than 75 per cent. of their guns.

* Did not fire in 1914.

4″ B.L. MARK VII.

Order of Merit.	Ship.	1st or 2nd Firing.	Station.	Scoring Time. Total No. of Men Firing, 1914.	Total No. of Rounds.	Comparison with previous Years. Hits per Gun firing. 1911.	1912.	1913.	1914.
1	"KING GEORGE V."	2nd	2nd Battle Squadron -	16	93	—	—	4·13	4·81
2	"Orion" - - -	1st	2nd Battle Squadron -	16	91	—	3·00	2·87	4·50
3	"Audacious" - -	1st	2nd Battle Squadron -	16	85	—	—	—	3·68
4	"Blake" - -	Flotilla Cruiser.	Flotilla Depôt - -	4	20	—	—	1·50	3·25
5	"New Zealand" -	1st	1st Battle Cruiser Squadron.	16	67	—	—	—	3·125
6	"Fearless" - -	1st	Flotilla Cruiser - -	10	43	—	—	—	2·90
7	"Ajax" - -	1st	2nd Battle Squadron -	16	80	—	—	—	2·75
8	"Monarch" - -	1st	2nd Battle Squadron -	16	82	—	2·50	4·06	2·68
9	"Centurion" - -	2nd	2nd Battle Squadron -	16	82	—	—	2·44	2·62
10	"Princess Royal" -	2nd	1st Battle Cruiser Squadron.	16	79	—	—	4·43	2·56
11	"Neptune" - -	2nd	1st Battle Squadron -	16	83	2·94	1·81	2·44	2·43
12	"St. Vincent" -	1st	1st Battle Squadron -	18	96	1·55	0·61	3·50	2·38
13	"Glasgow" - -	2nd	Special Service - -	10	39	2·80	0·80	1·00	2·00
14	"Vanguard" - -	1st	1st Battle Squadron -	17	71	—	1·56	1·33	1·82
15	"Conqueror" - -	2nd	2nd Battle Squadron -	16	80	—	—	3·87	1·75
15	"Woolwich" - - (Fired from T.B.D.)	1st	Flotilla Depôt - -	4	21	—	—	—	1·75
17	"Active" - -	1st	Flotilla Cruiser - -	10	40	—	2·60	—	1·50
17	"Bellona" - -	1st	Light Cruiser (1st Battle Squadron).	6	24	2·50	1·00	—	1·50
19	"Bellerophon" -	2nd	4th Battle Squadron -	16	75	1·19	0·94	1·94	1·435
20	"Colossus" - -	1st	1st Battle Squadron -	16	79	2·56	1·63	—	1·375
21	"Temeraire" - -	1st	1st Battle Squadron -	16	67	1·13	0·88	—	1·25
†	"Hercules" - -	—	1st Battle Squadron -	1	6	2·19	2·81	2·44	3·00
†	"Cyclops" - -	—	Special Service - -	2	9	—	—	3·00	2·50
†	"Bristol" - -	—	5th Cruiser Squadron -	2	10	2·10	1·70	1·80	2·00
†	"Blonde" - -	—	Light Cruiser (4th Battle Squadron).	4	18	2·10	1·50	2·00	1·50
†	"Blanche" - -	—	Light Cruiser (3rd Battle Squadron).	1	2	2·80	1·40	1·60	0·00
†	"Liverpool" - -	—	5th Cruiser Squadron -	5	18	—	2·10	1·90	1·00
—	"St. Vincent" - (1913 conditions.)	—	1st Battle Squadron -	6	30	1·55	0·61	3·50	1·50
—	"Vanguard" - - (1913 conditions.)	—	1st Battle Squadron -	5	17	—	1·56	1·33	0·80
*	"Collingwood" -	—	1st Battle Squadron -	—	—	2·50	1·89	2·50	—
*	"Superb" - -	—	1st Battle Squadron -	—	—	0·81	1·19	2·06	—
*	"Thunderer" - -	—	2nd Battle Squadron -	—	—	—	2·31	3·18	—
*	"Queen Mary" -	—	1st Battle Cruiser Squadron.	—	—	—	—	2·00	—
*	"Lion" - - -	—	1st Battle Cruiser Squadron.	—	—	—	2·06	2·56	—
*	"Indefatigable" -	—	2nd Battle Cruiser Squadron (Mediterranean).	—	—	2·88	1·06	2·25	—
*	"Gloucester" - -	—	Light Cruiser (Mediterranean).	—	—	—	1·30	1·90	—
*	"Boadicea" - -	—	Light Cruiser (2nd Battle Squadron).	—	—	1·17	1·50	1·00	—
*	"Newcastle" - -	—	Light Cruiser (China Squadron).	—	—	3·70	2·70	3·40	—
*	"Australia" - -	—	Australian Fleet (H.M.A.N.).	—	—	—	—	2·87	—
*	"Hecla" - -	—	Flotilla Depôt - -	—	—	—	—	—	—
*	"Blenheim" - -	—	Flotilla Depôt - -	—	—	—	—	1·75	—

† Fired less than 75 per cent. of their guns.

* Did not fire in 1914.

6″ Q.F.

Order of Merit.	Ship.	1st or 2nd Firing.	Station.	Scoring Time. Total No. of Men Firing, 1914.	Total No. of Rounds.	Comparison with previous Years. Hits per Gun firing. 1911.	1912.	1913.	1914.
1	"ST. GEORGE" -	5th	Flotilla Depôt - -	4	18	3·25	4·00	—	1·75
2	"Blake" - -	1st	Flotilla Depôt - -	4	18	—	—	—	0·75
*	"Sappho" - -	—	Special Service -	—	—	—	—	—	—
*	"Vindictive" - -	—	Special Service - -	—	—	—	1·90	—	—
*	"Blenheim" - -	—	Flotilla Depôt - -	—	—	—	—	—	—
*	"Vengeance" - -	—	6th Battle Squadron -	—	—	—	—	—	—
*	"Hermione" - -	—	- - - - -	—	—	—	—	1·50	—
*	"Astræa" - -	—	Cape of Good Hope -	—	—	2·00	—	0·00	—
*	"Highflyer" - -	—	Special Service - -	—	—	4·45	4·63	—	—
*	"Bonaventure" -	—	Flotilla Cruiser - -	—	—	—	4·00	1·00	—
*	"Hyacinth" - -	—	Cape of Good Hope -	—	—	—	—	2·82	—
*	"Fox" - - -	—	East Indies Squadron -	—	—	—	—	0·00	—

* Did not fire in 1914.

6″ Q.F. TRAINING SQUADRON.

1	"CRESCENT" -	1st	Training Service - -	12	59	—	—	—	3·25
2	"Royal Arthur" -	1st	Training Service - -	12	47	—	—	—	1·66
3	"Edgar" - -	1st	Training Service - -	10	39	—	—	—	1·40
4	"Theseus" - -	1st	Training Service - -	10	41	—	—	—	1·30
5	"Hawke" - -	1st	Training Service - -	8	28	—	—	—	0·88
*	"Endymion" - -	—	Training Service - -	—	—	—	—	—	—
*	"Grafton" - -	—	Training Service - -	—	—	—	—	—	—
*	"Gibraltar" - -	—	Training Service - -	—	—	—	—	—	—

* Did not fire in 1914.

4·7″ Q.F.

1	"JASON" - -	1st	Mine Sweeping Gunboat	2	9	—	0·50	1·00	4·00
1	"Naiad" - -	1st	Minelayer Squadron -	4	22	—	—	0·50	4·00
3	"Thetis" - -	1st	Minelayer Squadron -	3	15	—	—	1·00	3·33
4	"Vulcan" - -	1st	Flotilla Depôt - -	8	38	—	2·75	—	2·75
5	"Skipjack" - -	1st	Mine Sweeping Gunboat	2	8	—	1·00	—	2·50
6	"Leda" - - -	1st	Mine Sweeping Gunboat	2	8	2·50	1·50	0·00	2·00
7	"Gossamer" - -	2nd	Mine Sweeping Gunboat	2	8	2·00	1·00	1·00	1·50
8	"Apollo" - -	1st	Minelayer Squadron -	4	21	—	—	1·50	1·25
9	"Hebe" - - -	2nd	Flotilla Cruiser - -	2	6	—	1·50	—	1·00
†	"Andromache" -	—	Minelayer Squadron -	1	6	—	—	1·50	3·00
†	"Intrepid" - -	—	Minelayer Squadron -	1	5	—	—	1·50	3·00
†	"Latona" - -	—	Minelayer Squadron -	2	11	—	—	1·25	2·50
†	"Iphigenia" - -	—	Minelayer Squadron -	1	5	—	—	1·00	1·00
*	"Philomel" - -	—	New Zealand Division -	—	—	—	1·63	—	—
*	"Astræa" - -	—	Cape of Good Hope -	—	—	2·75	—	1·75	—
*	"Fox" - - -	—	East Indies Squadron -	—	—	—	—	1·62	—
*	"Halcyon" - -	—	Special Service - -	—	—	1·00	3·00	3·00	—
*	"Harrier" - -	—	Special Service - -	—	—	0·50	—	2·00	—
*	"Hussar" - -	—	Special Service - -	—	—	—	—	—	—
*	"Dryad" - -	—	Special Service - -	—	—	2·00	1·00	1·00	—
*	"Niger" - - -	—	Special Service - -	—	—	—	—	—	—
*	"Hazard" - -	—	Flotilla Cruiser - -	—	—	—	0·50	0·50	—
*	"Speedwell" - -	—	Mine Sweeping Gunboat	—	—	2·50	1·50	0·50	—
*	"Bonaventure" -	—	Flotilla Depôt - -	—	—	—	4·00	1·75	—
*	"Seagull" - -	—	Special Service - -	—	—	2·00	0·00	0·50	—
*	"Spanker" - -	—	Special Service - -	—	—	0·00	1·50	0·50	—
*	"Circe" - -	—	- - - - -	—	—	—	0·00	1·00	—
*	"Speedy" - -	—	Special Service - -	—	—	2·50	—	2·00	—
*	"Hermione" - -	—	- - - - -	—	—	—	—	1·50	—
*	"Sappho" - -	—	Special Service - -	—	—	—	—	—	—

† Fired less than 75 per cent. of their guns.

* Did not fire in 1914.

4″ Q.F. MARK I. AND III.

Order of Merit.	Ship.	1st or 2nd Firing.	Station.	Scoring Time. Total No. of: Men Firing, 1914.	Total No. of: Rounds.	Comparison with previous Years. Hits per Gun firing. 1911.	1912.	1913.	1914.
1	"INDOMITABLE"	1st	2nd Battle Cruiser Squadron (Mediterranean).	16	73	2·75	2·13	3·31	2·625
2	"Amethyst" - -	1st	Flotilla Cruiser - -	12	59	0·83	1·58	—	2·58
3	"Topaze" - -	1st	Light Cruiser (5th Battle Squadron).	12	58	3·33	1·50	—	1·83
4	"Diamond" - -	1st	Light Cruiser (5th Battle Squadron).	12	44	2·33	2·66	—	1·58
5	"Alert" - - -	1st	Special Service - -	4	9	—	—	1·25	0·50
5	"Odin" - - -	1st	Special Service - -	4	16	—	—	1·83	0·50
—	"Inflexible" - - (1913 conditions.)	2nd	2nd Battle Cruiser Squadron (Mediterranean).	16	89	3·44	3·18	2·68	3·92
*	"Algerine" - -	—	Special Service - -	—	—	3·00	—	1·75	—
*	"Shearwater" -	—	Special Service - -	—	—	1·50	0·33	1·20	—
*	"Cadmus" - -	—	Special Service - -	—	—	3·33	—	—	—
*	"Clio" - - -	—	Special Service - -	—	—	2·33	—	—	—
*	"Thistle" - -	—	Special Service - -	—	—	2·00	—	0·00	—
*	"Bramble" - -	—	Special Service - -	—	—	1·00	—	1·00	—
*	"Britomart" - -	—	Special Service - -	—	—	—	—	—	—
*	"Torch" - -	—	Special Service - -	—	—	—	—	—	—
*	"Psyche" - -	—	New Zealand Division -	—	—	3·00	1·50	—	—
*	"Pyramus" - -	—	New Zealand Division -	—	—	2·00	—	—	—
*	"Pelorus" - -	—	Light Cruiser (East Indies Squadron).	—	—	—	2·75	—	—
*	"Dwarf" - -	—	Special Service - -	—	—	—	2·00	3·00	—
*	"Espiegle" - -	—	Special Service - -	—	—	—	—	2·50	—
*	"Sphinx" - -	—	Special Service - -	—	—	—	—	0·00	—
*	"Invincible" - -	—	- - - - -	—	—	3·38	2·75	—	—

* Did not fire in 1914.

ORDER OF MERIT.

Heavy.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
1	"AUDACIOUS."	1st	140·25	10	13·5″ B.L. V.	39	—	—	—	3·30	R. Callaghan, L.S. -	4	4
2	"Jason" -	1st	133·33	2	4·7″ Q.F. -	9	—	0·50	1·00	4·00	J. E. H. Waltham, L.S.	6	5
	"Naiad" - -	1st	133·33	4	4·7″ Q.F. -	22	—	—	0·50	4·00	B. Morris, Lce.-Sergt., R.M.L.I.	6	5
4	"Orion" -	1st	119·00	10	13·5″ B.L. V.	33	—	2·40	—	2·80	J. Jones, P.O. - -	4	4
5	"Thetis" -	1st	111·11	3	4·7″ Q.F. -	15	—	—	1·00	3·33	S. Ringrose, Pte., R.M.L.I.	6	4
6	"Yarmouth" -	1st	104·17	8	6″ B.L. XI. -	36	—	4·75	—	3·13	G. Brown, L.S. -	6	6
7	"Bulwark" -	2nd	106·00	3	12″ B.L. IX. -	8	1·25	0·25	—	1·00	H. Nunn, P.O. -	4	3
				12	6″ B.L. VII. -	64	2·33	2·75	—	3·00	F. Harrison, P.O. -	6	5
	"Birmingham"	1st	100·00	9	6″ B.L. XII. -	45	—	—	—	3·00	J. Rogers, L.S. -	6	5
9	"St. Vincent"	1st	99·75	10	12″ B.L. XI. -	32	1·70	2·40	—	1·90	R. Trevett, P.O. -	4	4
10	"Hampshire"	1st	97·67	4	7·5″ B.L. I. -	15	2·25	2·25	—	2·00	T. C. Carter, L.S. -	5	3
				6	6″ B.L. VII. -	31	1·33	2·33	—	3·00	W. H. Thwaites, C.P.O.	4	4
11	"New Zealand"	1st	91·87	8	12″ B.L. X. -	22	—	—	—	1·75	W. Harvey, P.O. -	3	3
12	"Vulcan" -	1st	91·66	8	4·7″ Q.F. -	38	—	2·75	—	2·75	J. B. Smith, P.O. -	6	5
13	"Amethyst" -	1st	90·41	12	4·7″ Q.F. III.	59	0·83	1·58	—	2·58	C. E. Hill, A.B. -	5	5
14	"Iron Duke" -	1st	87·86	10	13·5″ B.L. V.	31	—	—	—	2·70	C. Martin, P.O. -	4	4
				12	6″ B.L. VII. -	45	—	—	—	2·08	H. Stone, Sergt., R.M.L.I.	6	6
15	"Prince of Wales."	1st	87·50	4	12″ B.L. IX. -	14	1·50	1·50	—	2·00	J. Borlace, P.O. -	3	3
				12	6″ B.L. VII. -	65	3·17	3·09	—	2·16	S. Warren, P.O. -	5	3
16	"Fearless" -	1st	87·00	10	4″ B.L. VII. -	43	—	—	—	2·90	W. Stokes, A.B. -	6	4
17	"Skipjack" -	1st	83·33	2	4·7″ Q.F. -	8	—	1·00	—	2·50	E. Pankhurst, L.S. -	4	3
18	"Shannon" -	1st	81·71	4	9·2″ B.L. XI.	9	0·75	0·75	—	2·25	C. Quin, P.O. - -	3	3
				10	7·5″ B.L. II.	49	3·20	2·00	—	2·40	C. G. Looker, Bomd., R.M.A.	6	5
19	"Devonshire"	1st	81·48	4	7·5″ B.L. I. -	17	—	2·50	—	1·00	J. Connell, P.O. -	5	2
				5	6″ B.L. VII. -	26	—	1·83	—	3·20	W. Wilson, L.S. -	5	4
20	"Falmouth" -	2nd	79·16	8	6″ B.L. XI. -	36	2·88	—	—	2·37	A. E. Seymour, Pte., R.M.L.I.	6	6
21	"Vanguard" -	1st	78·75	8	12″ B.L. XI.	20	—	1·50	—	1·50	W. Cockerill, P.O. -	3	3
22	"Nottingham"	1st	77·78	9	6″ B.L. XII. -	39	—	—	—	2·33	W. G. F. Walters, A.B.	5	5
23	"Carnarvon" -	2nd	75·00	4	7·5″ B.L. I. -	13	1·75	1·25	—	1·50	F. T. Moffat, P.O. -	3	3
				6	6″ B.L. VII. -	25	1·50	1·50	—	2·33	W. J. Barnes, P.O. -	4	4
24	"Southampton."	2nd	75·00	4	6″ B.L. XI. -	17	—	—	2·88	2·25	H. C. Murrell, Sergt., R.M.L.I.	4	4
	"Essex" -	1st	72·92	12	6″ B.L. VII. -	63	1·67	1·58	—	2·08	A. H. Tucker, L.S. -	5	4
26	"Glasgow" -	2nd	69·44	2	6″ B.L. XI. -	12	4·50	0·00	4·50	3·50	A. Hill, Pte., R.M.L.I.	6	4
				10	4″ B.L. VII. -	39	2·80	0·80	1·00	2·00	A. Hussey, P.O. -	3	3
27	"London" -	1st	69·20	4	12″ B.L. IX.	10	0·75	0·75	—	0·75	G. Hamilton, P.O. -	3	2
				12	6″ B.L. VII. -	57	3·09	2·58	—	2·08	J. Rawcliffe, P.O. -	5	4
28	"Leda" - -	1st	66·66	2	4″ Q.F. - -	9	2·50	1·50	0·00	2·00	H. R. J. Lewis, L.S.	5	3
29	"Topaz" -	1st	64·17	12	4″ Q.F. III. -	58	3·33	1·50	—	1·83	J. Green, P.O. - -	6	5
30	"Blake" -	—	59·16	4	6″ Q.F. - -	18	—	—	—	0·75	R. M. Hitchcock, L.S.	5	1
				4	4″ B.L. VII. -	20	—	—	1·50	3·25	J. Roberts, L.S. -	4	4
31	"Indomitable"	1st	59·06	8	12″ B.L. X. -	24	—	2·13	—	1·125	R. W. Ward, Sergt., R.M.A.	4	3
32	"Diamond" -	1st	55·41	12	4″ Q.F. III. -	44	2·33	2·66	—	1·58	E. W. Pye, Pte., R.M.L.I.	5	4
33	"Venerable" -	1st	53·33	3	12″ B.L. IX.	9	2·00	1·25	—	0·33	W. T. Bushell, C.P.O.	3	1
				12	6″ B.L. VII. -	60	2·50	2·50	—	1·67	G. Dennis, Lce.-Cpl., R.M.L.I.	4	3
34	"Woolwich" - (Fired from T.B.D.)	1st	52·50	4	4″ B.L. VIII.	21	—	—	—	1·75	W. Honey, L.S. -	6	4

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
35	"Gossamer" -	2nd	50·00	2	4·7″ Q.F. -	8	2·00	1·00	1·00	1·50	J. Carroll, P.O. -	3	2
36	"St. George" -	5th	49·58	4	6″ Q.F. - -	18	3·25	4·00	—	1·75	D. Leslie, A.B. -	4	3
37	"Active" -	1st	45·00	10	4″ B.L. VII. -	40	—	2·60	—	1·50	T. W. Westcott, P.O.	4	4
	"Bellona" -	1st	45·00	6	4″ B.L. VII. -	24	2·50	1·00	—	1·50	M. Fitzgerald, Sergt., R.M.L.I.	4	4
39	"Apollo" -	1st	41·66	4	4·7″ Q.F. -	21	—	—	1·50	1·25	W. J. Mann, A.B. -	6	2
40	"Argyll" -	1st	36·66	4	7·5″ B.L. I. -	15	2·25	1·75	—	0·50	A. B. Duff, L.S. -	2	1
				6	6″ B.L. VII. -	25	3·50	2·33	—	1·33	G. R. Halton, Pte., R.M.L.I.	6	4
41	"Hebe" -	2nd	33·33	2	4·7″ Q.F. -	6	—	1·50	—	1·00	J. Taylor, P.O. -	4	2
42	"Odin" - -	1st	17·50	4	4″ Q.F. I. -	16	—	—	1·83	0·50	L. W. Hoad, P.O. -	5	1
	"Alert" -	1st	17·50	4	4″ Q.F. I. -	9	—	—	1·25	0·50	H. Dodge, L.S. -	3	1

1913 CONDITIONS.

1	"DARTMOUTH"	1st	129·16	8	6″ B.L. XI. -	41	—	2·25	—	3·875	P. J. O'Neill, Pte., R.M.L.I.	6	6
2	"Inflexible" -	1st	118·75	2	12″ B.L. X. -	7	—	1·38	1·63	2·50	A. White, P.O. -	4	3
3	"Warrior" -	1st	117·00	6	9·2″ B.L. X.	29	2·83	2·67	—	4·16	W. McMillan, C.P.O.	6	6
				4	7·5 B.L. II. -	17	2·75	3·00	—	3·50	F. Dyer, P.O. - -	5	5
4	"Weymouth"	1st	91·66	8	6″ B.L. XI. -	33	—	3·43	—	2·75	H. Hagger, A.B. -	6	6
5	"Defence" -	1st	88·42	4	9·2 B.L. XI.	14	1·50	1·50	2·00	2·00	T. D. Halliday, Sergt., R.M.A.	4	3
				10	7·5″ B.L. II.	53	2·60	2·50	2·80	2·80	J. Dart, P.O. - -	6	6
6	"Duke of Edinburgh."	1st	61·04	6	9·2″ B.L. X.	23	3·00	1·83	—	1·17	W. A. Reed, P.O. -	5	4
				10	6″ B.L. XI. -	52	2·90	1·20	—	2·30	G. T. James, Lce.-Corpl., R.M.L.I.	6	4
7	"Vanguard" -	1st	47·50	2	12″ B.L. XI. -	7	—	1·50	—	1·00	J. Stevens, Sergt., R.M.A.	4	1
8	"Colossus" -	1st	28·50	10	12″ B.L. XI. -	27	1·90	2·30	—	0·60	S. Roskruge, P.O. -	4	2
9	"St. Vincent"	1st	23·75	2	12″ B.L. XI. -	4	1·70	2·40	—	0·50	A. Wilson, P.O. -	2	1
	Totals - -		—	72	—	307							

FIRED LESS THAN 75 PER CENT. OF GUNLAYERS.

1	"AGAMEMNON."	—	157·50	1	12″ B.L. X. -	4	—	1·00	0·75	3·00	W. Nash, P.O. -	4	3
				—	9·2″ B.L. XI.	—	—	2·13	1·75	—	—	—	—
				—	9·2″ B.L. XI.	—	—	2·00	2·00	—	—	—	—
	"DREADNOUGHT."	—	157·50	2	12″ B.L. X. -	8	1·20	2·30	1·00	3·00	C. V. Baker, P.O. -	4	3
3	"Lord Nelson"	—	125·00	1	12″ B.L. X. -	4	0·50	1·00	1·50	3·00	S. G. Lambert, C.P.O.	4	3
				2	9·2″ B.L. XI.	8	2·00	1·50	1·12	3·00	P. Inkson, L.S. -	4	4
				1	9·2″ B.L. XI.	4	4·00	3·00	3·00	2·00	J. Tucker, L.S. -	4	2
4	"Neptune" -	—	118·12	4	12″ B.L. XI.	13	1·50	2·30	2·00	2·25	W. Walford, C.P.O. -	4	3
5	"Andromache"	—	100·00	1	4·7″ Q.F. -	6	—	—	1·50	3·00	A. G. Lane, Lce.-Sergt., R.M.L.I.	6	3
	"Intrepid" -	—	100·00	1	4·7″ Q.F. -	5	—	—	1·50	3·00	T. Gladwish, A.B. -	5	3
7	"Russell" -	—	96·25	—	12″ B.L. IX.	—	2·25	0·75	—	—	—	—	—
				4	6″ B.L. VII. -	21	4·00	1·58	—	2·75	W. Morey, Corpl., R.M.L.I.	6	4
8	"Latona" -	—	83·33	2	4·7″ Q.F. -	11	—	—	1·25	2·50	F. Giffard, A.B. -	6	3
9	"Irresistible"	—	80·77	2	12″ B.L. IX.	6	0·50	1·00	1·25	1·50	S. Marriott, Sergt., R.M.L.I.	3	2
				3	6″ B.L. VII. -	17	3·67	3·09	2·00	2·00	G. W. Gedney, Lce.-Corpl., R.M.L.I.	6	5
10	"Natal" -	—	75·00	1	9·2″ B.L. X. -	5	3·33	3·17	—	0·00	E. Horsham, Corpl., R.M.A.	5	0
				3	7·5″ B.L. II.	17	5·00	3·75	—	3·33	G. Boynton, P.O. -	6	5
	"Cyclops" -	—	75·00	2	4″ B.L. VIII.	9	—	—	3·00	2·50	A. C. Tagg, P.O. -	5	4

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
12	"Hibernia" -	—	71·00	4	12" B.L. IX.	14	0·75	1·50	—	0·25	F. G. Twine, Sergt., R.M.A.	4	1
				4	9·2" B.L. X.	20	2·50	0·75	—	3·00	W. Davidson, C.P.O.	5	4
				5	6" B.L. XI. -	26	1·90	1·60	—	2·60	A. M. Morrice, P.O. -	6	4
13	"Antrim" -	—	63·88	2	7·5" B.L. I. -	8	2·50	1·00	—	2·00	T. Standing, C.P.O. -	4	3
				4	6" B.L. VII. -	20	4·33	3·17	—	1·50	P. Rawson, Gunner, R.M.A.	6	3
14	"Bristol" -	—	60·00	—	6" B.L. XI. -	—	1·50	3·00	2·00	—	—	—	—
				2	4" B.L. VII. -	10	2·10	1·70	1·80	2·00	W. J. Payne, Lce.-Corpl., R.M.L.I.	5	3
	"Cochrane" -	—	60·00	2	9·2" B.L. X.	9	2·17	3·66	3·00	2·00	W. Princecox, Lce.-Sergt., R.M.A.	4	2
				2	7·5" B.L. II.	10	2·25	3·25	3·75	2·00	H. Collins, P.O. -	5	2
	"Zealandia" -	—	60·00	—	12" B.L. IX. -	—	0·75	1·75	—	—	—	—	—
				1	9·2" B.L. X.	4	3·50	1·50	—	1·00	W. Holbrow, P.O. -	4	1
				3	6" B.L. VII. -	14	2·10	3·60	—	2·00	S. Goodwin, P.O. -	5	3
17	"King Edward VII."	—	52·50	1	12" B.L. IX. -	4	1·50	1·00	—	0·00	G. Marshall, C.P.O. -	4	0
				—	9·2" B.L. X.	—	3·75	4·25	—	—	—	—	—
				2	6" B.L. VII. -	9	2·50	2·40	—	2·00	E. J. Ford, Pte., R.M.L.I.	4	3
18	"Blonde" -	—	45·00	4	4" B.L. VII. -	18	2·10	1·50	2·00	1·50	A. A. Garwood, A.B.	5	4
19	"Commonwealth."	—	35·00	—	12" B.L. IX. -	—	1·50	2·25	—	—	—	—	—
				—	9·2" B.L. X.	—	4·00	2·75	—	—	—	—	—
				1	6" B.L. VII. -	4	3·60	3·30	—	1·00	J. L. Reed, Sergt. -	4	1
20	"Iphigenia" -	—	33·33	1	4·7" Q.F. -	5	—	—	1·00	1·00	A. Lovett, A.B. -	5	1
21	"Liverpool" -	—	30·00	—	6" B.L. XI. -	—	—	1·00	1·00	—	—	—	—
				5	4" B.L. VII. -	18	—	2·10	1·90	1·00	W. Burgess, P.O. -	4	2
22	"Blanche" -	—	0·00	1	4" B.L. VII. -	2	2·80	1·40	1·60	0·00	W. J. Wadley, Sergt., R.M.L.I.	2	0
	"Roxburgh" -	—	0·00	—	7·5" B.L. I. -	—	2·00	1·75	—	—	—	—	—
				1	6" B.L. VII. -	4	1·17	2·67	—	0·00	C. Pritchard, Corpl., R.M.L.I.	4	0
	Totals - -		—	75	—	337							

BATTLESHIPS AND BATTLE CRUISERS FIRING 4″ B.L. AND Q.F. GUNS.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
1	"KING GEORGE V."	2nd	144·37	16	4″ B.L. VII. -	93	—	—	4·13	4·81	G. J. Dowdell, P.O. -	6	6
2	"Orion" -	1st	135·00	16	4″ B.L. VII. -	91	—	3·00	2·87	4·50	J. T. Vincent, Act. Bomdr., R.M.A.	6	6
3	"Audacious" -	1st	110·62	16	4″ B.L. VII. -	85	—	—	—	3·68	H. Jeans, P.O. -	6	6
4	"New Zealand"	1st	93·75	16	4″ B.L. VII. -	67	—	—	—	3·13	G. Milne, Bomdr., R.M.A.	6	6
5	"Indomitable"	1st	91·88	16	4″ Q.F. III. -	73	2·75	2·13	3·31	2·63	R. Dickson, P.O. -	6	6
6	"Ajax" - -	1st	82·50	16	4″ B.L. VII. -	80	—	—	—	2·75	G. A. Bradley, L.S. -	6	5
7	"Monarch" -	1st	80·62	16	4″ B.L. VII. -	82	—	2·50	4·06	2·68	E. J. Sargeant, L.S.	6	5
8	"Centurion" -	2nd	78·75	16	4″ B.L. VII. -	82	—	—	2·44	2·62	S. A. Horton, A.B. -	5	5
9	"Princess Royal"	2nd	76·88	16	4″ B.L. VII. -	79	—	—	4·43	2·56	H. S. Bevis, A.B. -	6	5
10	"Neptune" -	2nd	73·13	16	4″ B.L. VII. -	83	2·94	1·81	2·44	2·43	J. F. Elbro, L.S. -	4	4
11	"St. Vincent"	1st	71·66	18	4″ B.L. VII. -	96	1·55	0·61	3·50	2·38	E. Screen, A.B. -	5	5
12	"Vanguard" -	1st	54·71	17	4″ B.L. VII. -	71	—	1·56	1·33	1·82	E. Langley, A.B. -	6	3
13	"Conqueror" -	2nd	52·50	16	4″ B.L. VII. -	80	—	—	3·87	1·75	W. Lang, P.O. -	5	3
14	"Bellerophon"	2nd	43·12	16	4″ B.L. VII. -	75	1·19	0·94	1·94	1·435	H. Fowler, P.O. -	6	4
15	"Colossus" -	1st	41·25	16	4″ B.L. VII. -	79	2·56	1·63	—	1·375	J. Martin, L.S. -	6	3
16	"Temeraire" -	1st	37·50	16	4″ B.L. VII. -	67	1·13	0·88	—	1·25	C. Moore, A.B. -	5	4
*	"Hercules" -	—	90·00	1	4″ B.L. VII. -	6	2·19	2·81	2·44	3·00	W. J. Grist, A.B. -	6	3
	Totals - -		—	260	—	1,289							
—	"St. Vincent" (1913 conditions.)	—	50·00	6	4″ B.L. VII. -	30	1·55	0·61	3·50	1·50	W. J. Fisher, L.S. -	5	3
—	"Inflexible" - (1913 conditions.)	2nd	131·25	16	4″ Q.F. III. -	89	3·44	3·18	2·68	3·92	H. Clark, Gunner, R.M.A.	6	6
—	"Vanguard" - (1913 conditions.)	—	26·66	5	4″ B.L. VII. -	17	—	1·56	1·33	0·80	A. Corser, C.P.O. -	4	2
**	"Thunderer" -	—	—	—	4″ B.L. VII. -	—	—	2·31	2·18	—	—	—	—
**	"Superb" -	—	—	—	4′ B.L. VII. -	—	0·81	1·19	2·06	—	—	—	—
**	"Collingwood"	—	—	—	4″ B.L. VII. -	—	2·50	1·89	2·50	—	—	—	—
**	"Lion" - -	—	—	—	4″ B.L. VII. -	—	—	2·06	2·56	—	—	—	—
**	"Indefatigable"	—	—	—	4″ B.L. VII. -	—	2·88	1·06	2·25	—	—	—	—
**	"Queen Mary"	—	—	—	4″ B.L. VII. -	—	—	—	2·00	—	—	—	—
**	"Australia" -	—	—	—	4″ B.L. VII. -	—	—	—	2·87	—	—	—	—
**	"Invincible" -	—	—	—	4″ Q.F. -	—	3·375	2·75	2·00	—	—	—	—

* Fired less than 75 per cent. of gunlayers. ** Did not fire in 1914.

TOO LATE FOR INSERTION IN THE COMPILED FORM.

1	"HINDUSTAN."	3rd	96·50	4	12″ B.L. IX.	4	0·75	2·00	0·33	2·25	R. Evans, C.P.O. -	4	4
				2	9·2″ B.L. X.	8	2·50	2·25	1·00	2·0	A. J. Treleaven, P.O.	6	3
				4	6″ B.L. VII.	19	3·30	1·80	2·00	2·50	J. M. Loder, L.S. -	6	5
2	"AFRICA" -	1st	62·90	4	12″ B.L. IX.	16	1·00	1·00	—	2·25	T. F. Brown, Bombr.	4	3
				4	9·2″ B.L. X.	16	3·75	1·75	—	2·50	J. Melross, C.P.O. -	5	4
				10	6″ B.L. XI. -	38	2·30	1·80	—	1·30	E. T. A. Miller, R.M.L.I.	5	3
3	"GIBRALTAR."	1st	19·30	2	9·2″ B.L. VI.	6	—	—	—	·50	A. E. Down, Cpl. R.M.L.I.	3	1
				10	6″ Q.F.C.P.I.	45	—	—	—	·70	H. R. Bulley, Pte. -	5	3
4	"GRAFTON"	1st	16·94	2	9·2″ B.L. -	4	—	—	—	·50	H. March, Lce.-Sgt.	2	1
				10	6″ Q.F.C.P.I.	36	—	—	—	·60	F. Evans, P.O. -	6	2

RESULT OF TEST OF GUNLAYERS WITH LIGHT Q.F. GUNS.

ABSTRACT, 1914.

Order of Merit.	Fleet or Squadron.	No. of Ships.	No. of Men Firing.	Average Points.	First Ship in the Fleet or Squadron.	Points.
1	6th Battle Squadron - - -	1	24	113·33	"LORD NELSON"	113·33
	Mediterranean Fleet :—					
2	1st Cruiser Squadron - -	1	20	107·66	"Duke of Edinburgh."	107·66
3	4th Cruiser Squadron - -	1	8	95·62	"Essex" - -	95·62
4	4th Battle Squadron - - -	2	48	93·85	"Agamemnon" -	100·34
5	China - - - - - -	2	36	85·67	"Minotaur" -	108·02
6	2nd Cruiser Squadron - - -	4	86	80·86	"Cochrane" -	112·15
7	3rd Cruiser Squadron - - -	4	80	80·35	"Devonshire" -	106·08
8	5th Battle Squadron - - -	7	96	80·08	"Irresistible" -	106·25
9	Flotilla Cruisers and Depôt Ships -	5	33	75·35	"Amethyst" -	136·19
10	5th Cruiser Squadron - - -	1	20	71·25	"Carnavon" -	71·25
11	Mine Sweeping Gunboats - -	4	16	62·29	"Skipjack" -	108·33
12	3rd Battle Squadron - - -	1	24	56·32	"Hibernia" -	56·32
13	Special Service Vessels - -	2	8	59·38	"Alert" - -	75·83
14	East Indies - - - - -	1	14	34·40	"Swiftsure" -	34·40
15	Cape of Good Hope - - -	—	—	—	—	—
16	S.E. and West Coast of America -	—	—	—	—	—
17	Australian Fleet - - - -	—	—	—	—	—
18	New Zealand Division - - -	—	—	—	—	
	Totals - -	36	513	81·06		
—	Special conditions - - -	3	51	96·77	—	—
—	Fired less than 75 per cent. of her guns.	3	19	68·36	—	—
—	Training Squadron - - -	5	83	62·42	—	—

RESULT

OF

TEST OF GUNLAYERS

WITH

LIGHT Q.F. GUNS

IN

HIS MAJESTY'S FLEET, 1914.

—	1910.	1911.	1912.	1913.	1914.
Number of ships that fired - - - - - -	110	112	101	77	36
Number of men - - - - - - - -	1,577	1,492	1,314	947	513
Ships that fired less than 75 per cent. of her guns -	—	—	—	—	3
Number of men - - - - - - - -	—	—	—	—	95
Ships that fired under special conditions - -	—	—	7	13	3
Number of men - - - - - - - -	—	—	—	84	51
Number of ships who did not carry out Test -	—	—	14	19	56
Training Squadron :—					
Number of ships that fired - - - - -	—	—	—	—	5
Number of men - - - - - - -	—	—	—	—	83
Number of ships who did not carry out Test -	—	—	—	—	3

COMPARATIVE RESULTS BETWEEN 1910, 1911, 1912, 1913, 1914.

Gun.	Scoring Time.									
	Rounds Fired.					Percentage of Hits to Rounds Fired.				
	1910.	1911.	1912.	1913.	1914.	1910.	1911.	1912.	1913.	1914.
12-pdr., 18 cwt. and 14-pdr. Q.F.	1,630	1,348	1,361	878	671	60·12	55·71	60·17	54·21	59·61
12-pdr., 12 cwt. and 8 cwt. Q.F.	2,961	3,178	2,252	1,700	561	41·70	41·56	68·78	60·59	55·61
6-pdr. and 3-pdr. Q.F. -	1,900	1,749	1,419	600	227	31·68	30·58	63·56	39·33	37·00
3-pdr. Vickers - - -	1,771	1,725	2,069	1,490	1,154	42·52	41·79	77·82	50·67	49·74
Training Squadron - -	—	—	—	—	427	—	—	—	—	28·10

SIXTH BATTLE SQUADRON.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made
1	"LORD NELSON."	2nd	113·33	24	12-pr. 18-cwt.	131	3·41	3·21	3·04	4·00	F. T. Whitchead, L.S.	6	6
	Totals - -		113·33	24	—	131							
*	"Russell" -	Spl.	103·03	11	12-pr. 12-cwt.	54	2·10	3·80	3·30	3·63	R. Armstrong, A.B. -	6	6
**	"Albemarle"	—	—	—	12-pr. 12-cwt.	—	2·50	—	—	—	—	—	—
**	"Cornwallis"	—	—	—	12-pr. 12-cwt.	—	2·30	3·60	4·10	—	—	—	—
**	"Duncan" -	—	—	—	12-pr. 12-cwt.	—	3·30	—	3·20	—	—	—	—
**	"Exmouth" -	—	—	—	12-pr. 12-cwt.	—	3·70	5·20	—	—	—	—	—
**	"Vengeance"	—	—	—	12-pr. 12-cwt.	—	—	—	—	—	—	—	—

* Fired gunlayers in excess of complement and those who joined since last Test. ** Did not fire in 1914.

MEDITERRANEAN. FIRST CRUISER SQUADRON.

1	"DUKE OF EDINBURGH."	1st	107·66	20	3-pr. Vickers	118	2·65	3·61	3·89	3·40	R. T. Wookey, A.B. -	6	5
	Totals - -		107·66	20	—	118							
*	"Warrior" - (1913 conditions.)	1st	99·16	24	3-pr. Vickers	109	1·96	5·46	—	2·83	H. Wyatt, Gunner, R.M.A.	6	6
*	"Defence" - (1913 conditions.)	1st	88·13	16	12-pr. 18-cwt.	85	2·25	4·19	2·93	2·94	W. Foss, P.C. - -	6	5
**	"Black Prince"	—	—	—	3-pr. Vickers	—	3·05	4·00	3·25	—	—	—	—
**	"Hussar" -	—	—	—	6-pr. Q.F. -	—	2·00	3·50	3·50	—	—	—	—

* Fired under 1913 conditions. ** Did not fire in 1914.

FOURTH CRUISER SQUADRON.

1	"ESSEX" -	1st	95·63	8 —	12-pr. 12-cwt. 3-pr. Q.F. -	43 —	2·25 1·33	3·33 —	— —	3·37 —	A. E. Efford, P.O. -	6 —	5 —
	Total - -		95·63	8	—	43							
**	"Berwick" -	—	—	—	12-pr. 12-cwt. 3-pr. Q.F. -	— —	1·38 —	2·77 —	4·12 —	—	—	—	—
**	"Lancaster" -	—	—	—	12-pr. 12-cwt. 3-pr. Q.F. -	— —	2·38 1·33	— —	3·37 —	—	—	—	—
**	"Suffolk" -	—	—	—	12-pr. 12-cwt. 3-pr. Q.F. -	— —	2·25 1·00	— —	4·10 —	—	—	—	—

** Did not fire in 1914.

FOURTH BATTLE SQUADRON.

1	"AGAMEMNON."	2nd	100·34	24	12-pr. 18-cwt.	130	—	4·58	2·66	3·54	F. Horsfall, Gunner, R.M.A.	6	6
2	"Dreadnought."	2nd	87·36	24	12-pr. 18-cwt.	126	1·96	4·00	2·50	3·08	E. McDermott, A.B.	6	6
	Totals - -		93·85	48	—	256							

CHINA SQUADRON.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
1	"MINOTAUR"	3rd	108·02	16	12-pr. 18-cwt.	91	4·38	4·50	4·87	3·81	E. Mercer, L.S. -	6	6
2	"Hampshire"	1st	63·33	20	3-pr. Vickers	90	1·75	3·75	3·40	2·00	E. R. Bennett, A.B.	6	6
	Totals - -		85·67	36	—	181							
**	"Triumph" -	—	—	—	14-pr. Q.F. -	—	0·92	—	—	—	—	—	—

** Did not fire in 1914.

SECOND CRUISER SQUADRON.

1	"COCHRANE"	2nd	112·15	24	3-pr. Vickers	135	2·67	5·08	3·38	3·54	R. Vallance, Gnr., R.M.A.	6	6
2	"Natal" -	2nd	89·72	24	3-pr. Vickers	125	2·88	3·63	—	2·83	S. Bowyer, A.B. -	6	5
3	"Shannon" -	1st	79·69	16	12-pr. 18-cwt.	86	4·56	1·69	3·68	2·81	W. F. Browne, Gnr., R.M.A.	6	6
4	"Achilles" -	2nd	61·89	22	3-pr. Vickers	113	1·83	4·63	2·04	1·96	T. Scriven, L.S. -	6	4
	Totals - -		85·86	86	—	459							

THIRD CRUISER SQUADRON.

1	"DEVONSHIRE."	2nd	106·08	20	3-pr. Vickers	110	—	4·25	2·70	3·35	W. Skeggs, L.S. -	6	6
2	"Roxburgh" -	2nd	82·33	20	3-pr. Vickers	107	1·84	2·85	2·11	2·60	A. H. Dinham, A.B.	6	5
3	"Argyll" -	1st	69·66	20	3-pr. Vickers	89	1·55	3·75	2·05	2·20	J. R. Barrett, Pte., R.M.L.I.	6	5
4	"Antrim" -	2nd	63·33	20	3-pr. Vickers	109	2·42	4·57	2·40	2·00	A. Wright, L.S. -	6	4
	Totals - -		80·35	80	—	415							

FIFTH BATTLE SQUADRON.

1	"IRRESISTIBLE."	2nd	106·25	16	12-pr. 12-cwt.	90	2·00	4·00	3·75	3·75	R. Tatterson, L.S. -	6	6
2	"Diamond" -	1st	102·91	8	3-pr. Q.F. -	36	2·38	—	—	2·37	W. Pentecost, Pte., R.M.L.I.	6	5
3	"Bulwark" -	3rd	102·71	16	12-pr. 12-cwt.	88	1·56	3·25	2·75	3·63	W. Tucker, L.S. -	6	6
4	"Prince of Wales."	1st	86·77	16	12-pr. 12-cwt.	82	2·69	3·63	4·12	3·06	C. Davis, A.B. -	6	6
5	"London" -	1st	65·52	16	12-pr. 12-cwt.	74	2·25	4·00	3·75	2·31	G. Weal, A.B. - -	6	5
6	"Venerable" -	2nd	58·44	16	12-pr. 12-cwt.	72	2·06	3·25	2·63	2·07	L. M. Hemlin, Pte., R.M.L.I.	6	6
7	"Topaze" -	1st	37·92	8	3-pr. Q.F. -	40	1·25	4·00	—	0·87	E. C. Balley, L.S. -	6	3
	Totals - -		80·07	96	—	482							
**	"Implacable"	—	—	—	12-pr. 12-cwt.	—	1·25	3·50	2·88	—	—	—	—
**	"Formidable"	—	—	—	12-pr. 12-cwt.	—	2·31	4·00	2·93	—	—	—	—
**	"Queen" -	—	—	—	12-pr. 12-cwt.	—	1·94	3·06	1·62	—	—	—	—

** Did not fire in 1914.

FLOTILLA CRUISERS AND DEPÔT SHIPS.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
1	"AMETHYST"	1st	136·19	7	3-pr. Q.F. -	36	—	4·13	—	3·14	G. Gomer, L.S. -	5	5
2	"St. George" - (Fired from T.B.D.)	5th	88·54	8	12-pr. 12-cwt.	47	—	—	1·20	3·12	P. Woods, P.O. -	6	4
3	"Leander" -	4th	67·29	8	12-pr. 12-cwt.	34	—	1·50	0·00	2·40	W. Snowden, A.B. -	5	4
				—	6-pr. Q.F. -	—	—	1·33	1·00	—	—	—	—
4	"Woolwich" - (Fired from T.B.D.)	1st	66·11	6	12-pr. 12-cwt.	31	—	—	—	2·33	J. Ransom, Pte., R.M.L.I.	6	3
5	"Hebe" -	2nd	21·66	4	3-pr. Q.F. -	16	—	2·75	—	0·50	F. Maneer, P.O. -	6	2
	Totals - -		75·35	33	—	164							
**	"Bonaventure"	—	—	—	6-pr. Q.F. -	—	—	5·00	2·87	—	—	—	—
**	"Blenheim" -	—	—	—	12-pr. 12-cwt.	—	—	—	2·50	—	—	—	—
**	"Blake" -	—	—	—	12-pr. 12-cwt.	—	—	1·60	2·60	—	—	—	—
**	"Dido" - -	—	—	—	12-pr. 12-cwt.	—	1·87	—	—	—	—	—	—
**	"Hazard" -	—	—	—	6-pr. Q.F. -	—	—	2·75	0·75	—	—	—	—
**	"Vulcan" -	—	—	—	6-pr. Q.F. -	—	—	3·75	3·37	—	—	—	—

** Did not fire in 1914.

FIFTH CRUISER SQUADRON.

1	"CARNARVON."	3rd	71·25	20	3-pr. Vickers -	97	2·75	4·55	1·50	2·25	J. Rowe, A.B. - -	6	6
	Totals - -		71·25	20	—	97							

MINE SWEEPING GUNBOATS.

1	"SKIPJACK"	1st	108·33	4	3-pr. Q.F. -	19	—	3·75	—	2·50	H. Elliott, A.B. -	4	4
2	"Jason" -	1st	65·00	4	3-pr. Q.F. -	19	—	2·75	1·50	1·50	A. E. Cro, A.B. -	5	3
3	"Leda" - -	1st	43·33	4	3-pr. Q.F. -	18	0·75	3·25	0·75	1·00	E. H. Johnson, A.B.	5	1
4	"Gossamer" -	2nd	32·50	4	3-pr. Q.F. -	15	0·75	2·50	1·25	0·75	F. J. Riddals, A.B. -	5	1
	Totals - -		62·29	16	—	71							
**	"Speedwell" -	—	—	—	3-pr. Q.F. -	—	0·50	1·00	1·50	—	—	—	—

** Did not fire in 1914.

THIRD BATTLE SQUADRON.

1	"HIBERNIA"	3rd	56·32	12	12-pr. 18-cwt.	58	3·33	2·91	2·33	1·83	S. W. Gregory, A.B.	6	4
				12	3-pr. Vickers	61	1·91	4·08	2·33	1·91	A. W. Warren, A.B.	6	3
	Totals - -		56·32	24	—	119							
†	"King Edward VII."	3rd	79·17	—	12-pr. 12 cwt.	—	—	4·17	3·33	—	—	—	—
				4	3-pr. Vickers	20	—	3·17	3·30	2·50	W. J. Warner, L.S -	5	2

† Fired less than 75 per cent. of guns.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
†	"Commonwealth."	2nd	69·26	7	12-pr. 12-cwt.	38	2·25	3·25	2·50	3·14	W. J. Castleton, Gnr., R.M.A.	6	5
				2	3-pr. Vickers	4	1·25	4·50	1·25	0·00	J. W. Pearce, L.S.	3	0
†	"Zealandia"	Spl.	56·66	6	12-pr. 12-cwt.	33	1·50	4·25	3·09	2·00	L. C. Lake, Gnr., R.M.A.	6	3
				—	3-pr. Vickers	—	2·25	3·33	2·58	—	—	—	—
**	"Africa"	—	—	—	12-pr. 18-cwt.	—	2·75	2·08	2·16	—	—	—	—
				—	3-pr. Vickers	—	2·17	4·00	1·58	—	—	—	—
**	"Britannia"	—	—	—	12-pr. 18-cwt.	—	2·91	3·00	1·08	—	—	—	—
				—	3-pr. Vickers	—	1·91	4·17	2·00	—	—	—	—
**	"Dominion"	—	—	—	12-pr. 12-cwt.	—	2·42	4·67	3·16	—	—	—	—
				—	3-pr. Vickers	—	3·17	3·92	1·91	—	—	—	—
**	"Hindustan"	—	—	—	12-pr. 12-cwt.	—	1·08	3·91	2·00	—	—	—	—
				—	3-pr. Vickers	—	2·17	4·33	1·57	—	—	—	—

† Fired less than 75 per cent. of guns. ** Did not fire in 1914.

SPECIAL SERVICE SHIPS.

1	"ALERT"	1st	75·83	4	3-pr. Q.F.	14	—	—	2·00	1·75	C. W. Lock, A.B.	4	2
2	"Odin"	1st	43·33	4	3-pr. Q.F.	14	—	—	1·75	1·00	A. L. Line, Pte., R.M.L.I.	5	2
	Totals		59·58	8	—	28							
**	"Assistance"	—	—	—	3-pr. Q.F.	—	—	—	—	—	—	—	—
**	"Bramble"	—	—	—	12-pr. 8-cwt.	—	0·75	—	1·75	—	—	—	—
**	"Britomart"	—	—	—	12-pr. 8-cwt.	—	1·25	—	—	—	—	—	—
**	"Cadmus"	—	—	—	3-pr. Q.F.	—	2·50	—	—	—	—	—	—
**	"Clio"	—	—	—	3-pr. Q.F.	—	2·50	—	—	—	—	—	—
**	"Cornwall"	—	—	—	12-pr. 12-cwt.	—	—	2·14	4·75	—	—	—	—
				—	3-pr. Q.F.	—	—	2·67	3·66	—	—	—	—
**	"Cumberland"	—	—	—	12-pr. 12-cwt.	—	2·50	3·88	1·50	—	—	—	—
				—	3-pr. Q.F.	—	1·67	3·33	0·33	—	—	—	—
**	"Dryad"	—	—	—	6-pr. Q.F.	—	—	2·67	2·50	—	—	—	—
**	"Dwarf"	—	—	—	12-pr. 8-cwt.	—	—	2·00	0·50	—	—	—	—
**	"Espiegle"	—	—	—	3-pr. Q.F.	—	—	—	2·50	—	—	—	—
**	"Harrier"	—	—	—	6-pr. Q.F.	—	—	1·33	0·66	—	—	—	—
**	"Halcyon"	—	—	—	6-pr. Q.F.	—	0·50	4·50	2·50	—	—	—	—
**	"Highflyer"	—	—	—	12-pr. 12-cwt.	—	1·75	4·12	—	—	—	—	—
**	"Niger"	—	—	—	3-pr. Q.F.	—	—	—	—	—	—	—	—
**	"Sappho"	—	—	—	6-pr. Q.F.	—	—	—	—	—	—	—	—
**	"Spanker"	—	—	—	3-pr. Q.F.	—	0·50	3·00	1·00	—	—	—	—
**	"Seagull"	—	—	—	3-pr. Q.F.	—	0·00	3·50	1·75	—	—	—	—
**	"Thistle"	—	—	—	12-pr. 8-cwt.	—	1·50	—	1·25	—	—	—	—
**	"Torch"	—	—	—	3-pr. Q.F.	—	—	—	2·00	—	—	—	—
**	"Tyne"	—	—	—	12-pr. 12-cwt.	—	—	3·57	2·14	—	—	—	—
**	"Vindictive"	—	—	—	12-pr. 12-cwt.	—	—	2·70	1·75	—	—	—	—

** Did not fire in 1914.

EAST INDIES SQUADRON.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
1	"SWIFT-SURE."	2nd	34·40	14	14-pr. Q.F. -	49	2·71	—	1·50	1·21	J. W. Thorne, Gnr., R.M.A.	3	3
	Totals - -		34·40	14	—	49							
**	"Fox" - -	—	—	—	6-pr. Q.F. -	—	—	—	0·75	—	—	—	—

** Did not fire in 1914.

TRAINING SQUADRON.

1	"THESEUS"	1st	69·81	18	6 & 3-pr. Q.F.	88	—	—	—	1·61	D. Gibson, L.S. -	6	5
2	"Crescent" -	1st	66·27	17	6 & 3-pr. Q.F.	80	—	—	—	1·52	S. T. Nash, P.O. -	6	4
3	"RoyalArthur"	Training Squadron 1st	61·17	17	6-pr. Q.F. -	94	—	—	—	1·41	C. Redman, A.B. -	5	3
4	"Hawke" -	1st	58·81	14	6 & 3-pr. Q.F.	72	—	—	—	1·36	W. J. Elkins, P.O. -	5	4
5	"Edgar" -	1st	56·07	17	6 & 3-pr. Q.F.	93	—	—	—	1·30	E. Rowe, A.B. - -	6	4
	Totals - -		62·42	83	--	427							
**	"Endymion"	—	—	—	6-pr. Q.F. -	—	—	—	—	—	—	—	—
**	"Gibraltar" -	—	—	—	6-pr. Q.F. -	—	—	—	—	—	—	—	—
**	"Grafton" -	—	—	—	6-pr. Q.F. -	—	—	—	—	—	—	—	—

** Did not fire in 1914.

CAPE OF GOOD HOPE.

**	"ASTRÆA" -	—	—	—	6-pr. Q.F. -	—	1·55	—	1·50	—	—	—	—
**	"Hyacinth" -	—	—	—	12-pr. 12-cwt.	—	—	—	2·12	—	—	—	—
**	"Pegasus" -	—	—	—	3-pr. Q.F. -	—	—	3·63	1·00	—	—	—	—

** Did not fire in 1914.

S.E. AND WEST COAST OF AMERICA.

**	"ALGERINE"	—	—	—	3-pr. Q.F. -	—	1·00	—	2·50	—	—	—	—
**	"Shearwater"	—	—	—	3-pr. Q.F. -	—	3·75	1·33	2·25	—	—	—	—

** Did not fire in 1914.

AUSTRALIAN FLEET.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
**	"ENCOUNTER."	—	—	—	12-pr. 12-cwt.	—	2·20	—	3·25	—	—	—	—

** Did not fire in 1914.

NEW ZEALAND DIVISION.

**	"PHILOMEL"	—	—	—	3-pr. Q.F. -	—	—	3·13	—	—	—	—	—
**	"Psyche" -	—	—	—	3-pr. Q.F. -	—	—	1·00	—	—	—	—	—
**	"Pyramus" -	—	—	—	3-pr. Q.F. -	—	—	—	3·75	—	—	—	—

** Did not fire in 1914.

ABSTRACT OF RETURNS

OF

ANNUAL TEST OF GUNLAYERS

WITH

LIGHT Q.F. GUNS,

IN

HIS MAJESTY'S FLEET, 1914;

WITH COMPARISION OF RESULTS OF 1913 AND 1914.

12-Pr. 18-Cwt.

Order of Merit.	Ship.	1st or 2nd Firing.	Station.	Scoring Time. Total No. of: Men Firing, 1914.	Rounds.	Comparison with previous Years. Hits per Gun firing: 1911.	1912.	1913.	1914.
1	"LORD NELSON"	2nd	6th Battle Squadron -	24	131	3·41	3·21	3·04	4·00
2	"Minotaur" - -	3rd	China Squadron - -	16	91	4·38	4·50	4·87	3·81
3	"Agamemnon" -	2nd	4th Battle Squadron -	24	130	—	4·58	2·60	3·54
4	"Dreadnought" -	2nd	4th Battle Squadron -	24	126	1·96	4·00	2·50	3·08
5	"Shannon" - -	1st	2nd Cruiser Squadron -	16	86	4·56	1·69	3·68	2·81
6	"Hibernia" - -	3rd	3rd Battle Squadron -	12	58	3·33	2·91	2·33	1·83
7	"Swiftsure" - -	2nd	East Indies Squadron -	14	49	2·71	—	1·50	1·21
—	"Defence" - - (1913 conditions.)	1st	1st Cruiser Squadron (Mediterranean).	16	85	2·25	4·19	2·93	2·94
*	"Britannia" - -	—	3rd Battle Squadron -	—	—	2·91	3·00	1·08	—
*	"Africa" - -	—	3rd Battle Squadron -	—	—	2·75	2·08	2·16	—
*	"Triumph" - -	—	China Squadron - -	—	—	0·93	—	—	—

* Did not fire in 1914.

12-Pr. 12 and 8 Cwt. Q.F.

1	"IRRESISTIBLE"	2nd	5th Battle Squadron -	16	90	2·00	4·00	3·75	3·75
2	"Bulwark" - -	3rd	5th Battle Squadron -	16	88	1·56	3·25	2·75	3·63
3	"Essex" - -	1st	4th Cruiser Squadron -	8	43	2·25	3·33	—	3·37
4	"St. George" - - (Fired from T.B.D.)	5th	Flotilla Depôt - -	8	47	—	—	1·20	3·12
5	"Prince of Wales" -	1st	5th Battle Squadron -	16	82	2·69	3·63	4·12	3·06
6	"Leander" - -	4th	Flotilla Depôt - -	8	34	—	1·50	0·00	2·40
7	"Woolwich" - - (Fired from T.B.D.)	1st	Flotilla Depôt - -	6	31	—	—	—	2·33
8	"London" - -	1st	5th Battle Squadron -	16	74	2·25	4·00	3·75	2·31
9	"Venerable" - -	2nd	5th Battle Squadron -	16	72	2·06	3·25	2·63	2·07
†	"Russell" - -	Spl.	6th Battle Squadron -	11	54	2·10	3·80	3·30	3·63
†	"Commonwealth" -	—	3rd Battle Squadron -	7	38	2·25	3·25	2·50	3·11
†	"Zealandia" - -	—	3rd Battle Squadron -	6	33	1·50	4·25	3·09	2·00

† Fired under special conditions.

Order of Merit.	Ship.	1st or 2nd Firing.	Station.	Scoring Time. Total No. of Men Firing, 1914.	Total No. of Rounds.	Comparison with previous Years. Hits per Gun firing. 1911.	1912.	1913	1914.
*	"Vindictive" - -	—	Special Service - -	—	—	—	2·70	1·75	—
*	"Duncan" - -	—	6th Battle Squadron -	—	—	3·30	—	3·20	—
*	"Albemarle" - -	—	6th Battle Squadron -	—	—	2·50	—	—	—
*	"Exmouth" - -	—	6th Battle Squadron -	—	—	3·70	5·20	—	—
*	"Highflyer" - -	—	Special Service - -	—	—	1·75	4·12	—	—
*	"Cornwallis" - -	—	6th Battle Squadron -	—	—	2·30	3·60	4·10	—
*	"Vengeance" - -	—	6th Battle Squadron -	—	—	—	—	—	—
*	"Berwick" - -	—	4th Cruiser Squadron -	—	—	1·38	2·77	4·12	—
*	"Formidable" -	—	5th Battle Squadron -	—	—	2·31	4·00	2·93	—
*	"Lancaster" - -	—	4th Cruiser Squadron -	—	—	2·38	—	3·37	—
*	"Suffolk" - -	—	4th Cruiser Squadron -	—	—	2·25	—	4·10	—
*	"Cumberland" -	—	Special Service - -	—	—	2·50	3·88	1·50	—
*	"Dido" - - -	—	Flotilla Depôt - -	—	—	1·87	—	—	—
*	"Encounter" - -	—	Light Cruiser (Australian Fleet), H.M.A.N.	—	—	2·20	—	3·25	—
*	"Blake" - -	—	Flotilla Depôt - -	—	—	—	1·60	2·60	—
*	"Blenheim" - -	—	Flotilla Depôt - -	—	—	—	—	2·50	—
*	"Implacable" - -	—	5th Battle Squadron -	—	—	1·25	3·50	2·88	—
*	"Tyne" - - -	—	Flotilla Depôt - -	—	—	—	3·57	2·14	—
*	"Hindustan" - -	—	3rd Battle Squadron -	—	—	1·08	3·91	2·00	—
*	"Dwarf" - -	—	Special Service - -	—	—	—	2·00	0·50	—
*	"Thistle" - -	—	Special Service - -	—	—	1·50	—	1·25	—
*	"Britomart" - -	—	Special Service - -	—	—	1·25	—	—	—
*	"Bramble" - -	—	Special Service - -	—	—	0·75	—	1·75	—
*	"Dominion" - -	—	3rd Battle Squadron -	—	—	2·42	4·67	3·16	—
*	"King Edward VII."	—	3rd Battle Squadron -	—	—	—	4·17	3·33	—
*	"Queen" - -	—	5th Battle Squadron -	—	—	1·94	3·06	1·62	—
*	"Hyacinth" - -	—	Cape of Good Hope -	—	—	—	—	2·12	—
*	"Hecla" - -	—	Flotilla Depôt - -	—	—	—	2·00	3·00	—

* Did not fire in 1914.

6 and 3-Pr. Q.F.

1	"AMETHYST" -	1st	Flotilla Cruiser - -	7	36	—	4·13	—	3·14
2	"Skipjack" - -	1st	Mine Sweeping Gunboat	4	19	—	3·75	—	2·50
3	"Diamond" - -	1st	Light Cruiser, 5th Battle Squadron.	8	36	2·38	—	—	2·37
4	"Alert" - - -	1st	Special Service - -	4	14	—	—	2·00	1·75
5	"Jason" - -	1st	Mine Sweeping Gunboat	4	19	—	2·75	1·50	1·50
6	"Leda" - - -	1st	Mine Sweeping Gunboat	4	18	0·75	3·25	0·75	1·00
6	"Odin" - - -	1st	Special Service - -	4	14	—	—	1·75	1·00
8	"Topaze" - -	1st	Light Cruiser, 5th Battle Squadron.	8	40	1·25	4·00	—	0·87
9	"Gossamer" - -	2nd	Mine Sweeping Gunboat	4	15	0·75	2·50	1·25	0·75
10	"Hebe" - - -	2nd	Flotilla Cruiser - -	4	16	—	2·75	—	0·50
*	"Berwick" - -	—	4th Cruiser Squadron -	—	—	—	—	—	—
*	"Suffolk" - -	—	4th Cruiser Squadron -	—	—	1·00	—	—	—
*	"Lancaster" - -	—	4th Cruiser Squadron -	—	—	1·33	—	—	—
*	"Essex" - -	—	4th Cruiser Squadron -	—	—	1·33	—	—	—
*	"Speedy" - -	—	Special Service - -	—	—	2·00	—	2·00	—
*	"Niger" - - -	—	Special Service - -	—	—	—	—	—	—
*	"Hussar" - -	—	Special Service - -	—	—	2·00	3·50	3·50	—
*	"Dryad" - -	—	Special Service - -	—	—	—	2·67	2·50	—
*	"Halcyon" - -	—	Special Service - -	—	—	0·50	4·50	2·50	—
*	"Harrier" - -	—	Special Service - -	—	—	—	1·33	0·66	—
*	"Cumberland" -	—	Special Service - -	—	—	1·67	3·33	0·33	—
*	"Seagull" - -	—	Special Service - -	—	—	0·00	3·50	1·75	—
*	"Spanker" - -	—	Special Service - -	—	—	0·50	3·00	1·00	—
*	"Espiegle" - -	—	Special Service - -	—	—	—	—	2·50	—
*	"Torch" - -	—	Special Service - -	—	—	—	—	2·00	—
*	"Clio" - - -	—	Special Service - -	—	—	2·50	—	—	—

* Did not fire in 1914.

Order of Merit.	Ship.	1st or 2nd Firing.	Station.	Scoring Time. Total No. of Men Firing, 1914.	Total No. of Rounds.	Comparison with previous Years. Hits per Gun firing. 1911.	1912.	1913.	1914.
*	"Cadmus" - -	—	Special Service - -	—	—	2·50	—	—	—
*	"Algerine" - -	—	Special Service - -	—	—	1·00	—	2·50	—
*	"Shearwater" -	—	Special Service - -	—	—	3·75	1·33	2·25	—
*	"Assistance" - -	—	Special Service - -	—	—	—	—	—	—
*	"Cornwall" - -	—	Special Service - -	—	—	—	2·67	3·66	—
*	"Pyramus" - -	—	New Zealand Division -	—	—	—	—	3·75	—
*	"Philomel" - -	—	New Zealand Division -	—	—	—	3·13	—	—
*	"Psyche" - -	—	New Zealand Division -	—	—	—	1·00	—	—
*	"Astræa" -	—	Cape of Good Hope -	—	—	1·55	—	1·50	—
*	"Pegasus" - -	—	Cape of Good Hope -	—	—	—	3·63	1·00	—
*	"Fox" - - -	—	East Indies Squadron -	—	—	—	—	0·75	—
*	"Pelorus" - -	—	East Indies Squadron -	—	—	—	4·25	—	—
*	"Hazard" - -	—	Flotilla Cruiser - -	—	—	—	2·75	0·75	—
*	"Hermione" - -	—	- - - - -	—	—	—	—	2·65	—
*	"Vulcan" - -	—	Flotilla Depôt - -	—	—	—	3·75	3·37	—
*	"Bonaventure" -	—	Flotilla Depôt - -	—	—	—	5·00	2·87	—
*	"Speedwell" - -	—	Mine Sweeping Gunboat	—	—	0·50	1·00	1·50	—

* Did not fire in 1914.

TRAINING SQUADRON.

1	"THESEUS" -	1st	Training Squadron -	18	88	—	—	—	1·61
2	"Crescent" - -	1st	Training Squadron -	17	80	—	—	—	1·52
3	"Royal Arthur" -	1st	Training Squadron -	17	94	—	—	—	1·41
4	"Hawke" - -	1st	Training Squadron -	14	72	—	—	—	1·36
5	"Edgar" - -	1st	Training Squadron -	17	93	—	—	—	1·30
*	"Gibraltar" - -	—	Training Squadron -	—	—	—	—	—	—
*	"Endymion" - -	—	Training Service - -	—	—	—	—	—	—
*	"Grafton" - -	—	Training Squadron -	—	—	—	—	—	—

* Did not fire in 1914.

3-Pr. VICKERS.

1	"COCHRANE" -	2nd	2nd Cruiser Squadron -	24	135	2·67	5·08	3·38	3·54
2	"Duke of Edinburgh"	1st	1st Cruiser Squadron (Mediterranean).	20	118	2·65	3·61	3·89	3·40
3	"Devonshire" -	2nd	3rd Cruiser Squadron -	20	110	—	4·25	2·70	3·35
4	"Natal" - - -	2nd	2nd Cruiser Squadron -	24	125	2·88	3·63	—	2·83
5	"Roxburgh" - -	2nd	3rd Cruiser Squadron -	20	107	1·84	2·85	2·11	2·60
6	"Carnarvon" - -	3rd	5th Cruiser Squadron -	20	97	2·75	4·55	1·50	2·25
7	"Argyll" - -	1st	3rd Cruiser Squadron -	20	89	1·55	3·75	2·05	2·20
8	"Antrim" - -	2nd	3rd Cruiser Squadron -	20	109	2·42	4·57	2·40	2·00
	"Hampshire" - -	1st	China Squadron - -	20	90	1·75	3·75	3·40	2·00
10	"Achilles" - -	2nd	2nd Cruiser Squadron -	22	113	1·83	4·63	2·04	1·96
11	"Hibernia" - -	3rd	3rd Battle Squadron -	12	61	1·91	4·08	2·33	1·91
†	"King Edward VII."	—	3rd Battle Squadron -	4	20	—	3·17	3·30	2·50
†	"Commonwealth" -	—	3rd Battle Squadron -	2	4	1·25	4·50	1·25	0·00
—	"Warrior" - (1913 conditions.)	1st	1st Cruiser Squadron (Mediterranean).	24	109	1·96	5·46	—	2·83
*	"Black Prince" -	—	1st Cruiser Squadron (Mediterranean).	—	—	3·05	4·00	3·25	—
*	"Zealandia" - -	—	3rd Battle Squadron -	—	—	2·25	3·33	2·58	—
*	"Dominion" - -	—	3rd Battle Squadron -	—	—	3·17	3·92	1·91	—
*	"Britannia" - -	—	3rd Battle Squadron -	—	—	1·91	4·17	3·00	—
*	"Hindustan" - -	—	3rd Battle Squadron -	—	—	2·17	4·33	1·57	—
*	"Africa" - -	—	3rd Battle Squadron -	—	—	2·17	4·00	1·58	—

† Fired less than 75 per cent. of her guns.

* Did not fire in 1914.

ORDER OF MERIT.

Light Q.F. Guns.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
1	"AMETHYST"	1st	136·19	7	3-pr. Q.F. -	36	—	4·13	—	3·14	G. Gomer, L.S. -	5	5
2	"Lord Nelson"	2nd	113·33	24	12-pr. 18-cwt.	131	3·41	3·21	3·04	4·00	F. T. Whitehead, L.S.	6	6
3	"Cochrane" -	2nd	112·15	24	3-pr. Vickers	135	2·67	5·03	3·38	3·54	R. Vallance, Gnr., R.M.A.	6	6
4	"Skipjack" -	1st	108·33	4	3-pr. Q.F. -	19	—	3·75	—	2·50	H. Elliott, A.B. -	4	4
5	"Minotaur" -	3rd	108·02	16	12-pr. 18-cwt.	91	4·38	4·50	4·87	3·81	E. Mercer, L.S. -	6	6
6	"Duke of Edinburgh."	1st	107·66	20	3-pr. Vickers	118	2·65	3·61	3·89	3·40	R. T. Wookey, A.B. -	6	5
7	"Irresistible"-	2nd	106·25	16	12-pr. 12-cwt.	90	2·00	4·00	3·75	3·75	R. Tatterson, L.S. -	6	6
8	"Devonshire"	2nd	106·08	20	3-pr. Vickers -	110	—	4·25	2·70	3·35	W. Skeggs, L.S. -	6	6
9	"Diamond" -	1st	102·91	8	3-pr. Q.F. -	36	2·38	—	—	2·37	W. Pentecost, Pte., R.M.L.I.	6	5
10	"Bulwark" -	3rd	102·71	16	12-pr. 12-cwt.	88	1·56	3·25	2·75	3·63	W. Tucker, L.S. -	6	6
11	"Agamemnon"	2nd	100·34	24	12-pr. 18-cwt.	130	—	4·58	2·66	3·54	F. Horsfall, Gnr., R.M.A.	6	6
12	"Essex" -	1st	95·63	8	12-pr. 12-cwt.	43	2·25	3·33	—	3·37	A. E. Efford, P.O. -	6	5
				—	3-pr. Q.F. -	—	1·33	—	—	—	—	—	—
13	"Natal" -	2nd	89·72	24	3-pr. Vickers -	125	2·88	3·63	—	2·83	S. Bowyer, A.B. -	6	6
14	"St. George" - (Fired from T.B.D.)	5th	88·54	8	12-pr. 12-cwt.	47	—	—	1·20	3·12	P. Woods, P.O. -	6	4
15	"Dreadnought"	2nd	87·36	24	12-pr. 18-cwt.	126	1·96	4·00	2·50	3·08	E. McDermott, A.B.	6	6
16	"Prince of Wales."	1st	86·77	16	12-pr. 12-cwt.	82	2·69	3·63	4·12	3·06	C. Davis, A.B. -	6	6
17	"Roxburgh" -	2nd	82·33	20	3-pr. Vickers	107	1·84	2·85	2·11	2·60	A. H. Dinham, A.B.	6	5
18	"Shannon" -	1st	79·69	16	12-pr. 18-cwt.	86	4·56	1·69	3·68	2·81	W. F. Browne, Gnr., R.M.A.	6	6
19	"Alert" -	1st	75·83	4	3-pr. Q.F. -	14	—	—	2·00	1·75	C. W. Lock, A.B. -	4	2
20	"Carnarvon" -	3rd	71·25	20	3-pr. Vickers	97	2·75	4·55	1·50	2·25	J. Rowe, A.B. - -	6	6
21	"Argyll" -	1st	69·66	20	3-pr. Vickers	89	1·55	3·75	2·05	2·20	J. R. Barrett, Pte., R.M.L.I.	6	5
22	"Leander" -	4th	67·29	8	12-pr. 12 cwt.	34	—	1·50	0·00	2·40	W. Snowden, A.B. -	5	4
				—	6-pr. Q.F. -	—	—	1·33	1·00	—	—	—	—
23	"Woolwich" - (Fired from T.B.D.)	1st	66·11	6	12-pr. 12-cwt.	31	—	—	—	2·33	J. Ransom, Pte., R.M.L.I.	6	3
24	"London" -	1st	65·52	16	12-pr. 12-cwt.	74	2·25	4·00	3·75	2·31	G. Weal, A.B. - -	6	5
25	"Jason" -	1st	65·00	4	3-pr. Q.F. -	19	—	2·75	1·50	1·50	A. E. Cro, A.B. -	5	3
26	"Hampshire"	1st	63·33	20	3-pr. Vickers -	90	1·75	3·75	3·40	2·00	E. R. Bennett, A.B. -	6	6
	"Antrim" -	2nd	63·33	20	3-pr. Vickers -	109	2·42	4·57	2·40	2·00	A. Wright, L.S. -	6	4
28	"Achilles" -	2nd	61·89	22	3-pr. Vickers -	113	1·83	4·63	2·04	1·96	T. Scriven, L.S. -	6	4
29	"Venerable" -	2nd	58·44	16	12-pr. 12-cwt.	72	2·06	3·25	2·63	2·07	L. M. Hemlin, Pte., R.M.L.I.	6	6
30	"Hibernia" -	3rd	56·32	12	12-pr. 18-cwt.	58	3·33	2·91	2·33	1·83	S. W. Gregory, A.B.	6	4
				12	3-pr. Vickers -	61	1·91	4·08	2·33	1·91	A. W. Warren, A.B.	6	3
31	"Odin" - -	1st	43·33	4	3-pr. Q.F. -	14	—	—	1·75	1·00	A. L. Line, Pte., R.M.L.I.	5	2
	"Leda" - -	1st	43·33	4	3-pr. Q.F. -	18	0·75	3·25	0·75	1·00	E. H. Johnson, A.B.	5	1
33	"Topaze" -	1st	37·92	8	3-pr. Q.F. -	40	1·25	4·00	—	0·87	E. C. Balley, L.S. -	6	3
34	"Swiftsure" -	2nd	34·40	14	14-pr. Q.F. -	49	2·71	—	1·50	1·21	J. W. Thorne, Gnr., R.M.A.	3	3
35	"Gossamer" -	2nd	32·50	4	3-pr. Q.F. -	15	0·75	2·50	1·25	0·75	F. J. Riddals, A.B. -	5	1
36	"Hebe" - -	2nd	21·66	4	3-pr. Q.F. -	16	—	2·75	—	0·50	F. Mancer, P.O. -	6	2

FIRED UNDER 1913 CONDITIONS.

Results obtained in Scoring Time.

Order of Merit.	Ship.	1st or 2nd Firing.	Points.	No. of Men Firing.	Nature of Gun.	Rounds Fired in 1914.	Comparison with previous Years. Hits per Gun Firing. 1911.	1912.	1913.	1914.	Name of Best Shot in Ship.	Result obtained by Best Shot in Ship. Rounds Fired.	Hits made.
—	"WARRIOR" (1913 conditions.)	1st	99·16	24	3-pr. Vickers	109	1·96	5·46	—	2·83	H. Wyatt, Gnr., R.M.A.	6	6
—	"Defence" (1913 conditions.)	1st	88·13	16	12-pr. 18-cwt.	85	2·25	4·19	2·93	2·94	W. Foss, P.O.	6	5
**	"Russell"	Spl.	103·03	11	12-pr. 12-cwt.	54	2·10	3·80	3·30	3·63	R. Armstrong, A.B.	6	6
	Totals		—	51	—	248							

** Gunlayers in excess of complement and men joined since last test.

FIRED LESS THAN 75 PER CENT. OF GUNLAYERS.

*	"KING EDWARD VII."	3rd	79·17	—	12-pr. 12-cwt.	—	—	4·17	3·33	—	—	—	—
				4	3-pr. Vickers	20	—	3·17	3·30	2·50	W. J. Warner, L.S.	5	2
*	"Commonwealth."	2nd	69·26	7	12-pr. 12-cwt.	38	2·25	3·25	2·50	3·14	H. J. Castleton, Gnr., R.M.A.	6	5
				2	3-pr. Vickers	4	1·25	4·50	1·25	0·00	J. W. Pearce, L.S.	3	0
*	"Zelandia"	Spl.	56·66	6	12-pr. 12-cwt.	33	1·50	4·25	3·09	2·00	L. C. Lake, Gnr., R.M.A.	6	3
				—	3-pr. Vickers	—	2·25	3·33	2·58	—	—	—	—
	Totals		—	19	—	95							

* Fired less than 75 per cent. of Gunlayers.

TOO LATE FOR INSERTION IN THE COMPILED FORM.

—	"AFRICA"	3rd	56·94	12	12-pr. 18-cwt.	44	2·7	2·08	2·16	·67	H. Allison, Bombr.	6	5
		1st		12	3-pr. Vickers	62	2·17	4·00	1·58	3·00	A. N. Bendon, A.B.	6	6
—	"HINDUSTAN"	3rd	98·53	13	12-pr. 12-cwt.	73	1·08	3·91	2·00	3·76	H. Churcher, A.B.	6	5
				12	3-pr. Vickers	64	2·17	4·33	1·57	3·5	F. Paine, A.B.	6	6
—	"GRAFTON"	1st	60·40	16	6 & 3-pr.	68	—	—	—	2·63	E. Cosh, P.O.	5	3
—	"GIBRALTAR"	1st	58·62	17	6 & 3-pr.	77	—	—	—	3·200	M. Fitzharris, A.B.	4	4

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NAVY (GUNNERY).

RESULT

OF

TEST OF GUNLAYERS

WITH

HEAVY GUNS AND LIGHT Q.F. GUNS

IN

HIS MAJESTY'S FLEET, 1914.

Presented to both Houses of Parliament by Command of His Majesty.

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1915.

(See Paragraph 4, Instructions of October 31, 1900.)

Need not be returned.

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(1)

SUBJECT LOSS OF SUBMARINE " U 12 ".

From Z No. 154 Date March 11, 1915., 191

Replying to O. N. I. No. Date, 191

It is officially anounced as coming from English sources that submarine " U 12 " has been sunk by being rammed by the English destroyer "A R I E L ".

Ten of the crew of 28 are reported to have been saved.

It was at first reported that it was the " U 20 " which was sunk which proved to be an arror.

March 11, 1915.

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(2)

DEPARTMENT OF STATE

Washington, D.C.

April 2, 1915.

CONFIDENTIAL.

The Secretary of State presents his compliments to The Honorable The Secretary of the Navy and has the honor to transmit, herewith, for the confidential information of the Navy Department, a copy of a despatch, dated March 11th, from the American Ambassador at Berlin, relative to the military and naval condition of Germany.

Enclosure as stated.

763.72/1642

copy

Embassy of the United States of America,

No. 672 Berlin, March 11th, 1915.

To the Honorable

The Secretary of State,

Washington, D.C.

S i r:

With reference to the Department's telegram No. 1208 of February 17, 1915, and to the Embassy's telegraphic reply No. 1648 of February 19, 1915, regarding the military and economic condition of Germany, I have the honor to report further as follows:

The Chief of the General Staff has stated to the Military Attache of the Embassy that no one knows the exact number of German soldiers under arms; that if anyone knew it he would know it and that he knows it only approximately. It can be estimated that there are four million men with the armies on the various fronts and that two million more are in the barracks and throughout the territory now occupied by the Germans. It is stated that eighty to eighty-eight percent of the wounded return to duty with thier regiments. The losses of Germany and Austria-Hungary amounted, the Emperor informed the Military Attache, to about 1,500,000. The German losses in men not able to return to the front are probably 450,000 to 500,000. There are very many Landwehr divisions and Landwehr corps, and Landsturm battalions and regiments. There are also battalions of Landsturm called "Arbeiter-Batallions". Very many of the older men are also employed as guards on the lines of communication and in the occupied enemy's country.

As regards the commissariat, there are ample supplies every where for the troops, who are fed better, as far as one can judge, at the front than they are in time of peace. The clothing is excellent and ample. What is furnished by the Government is largely supplemented by gifts from the people. These gifts are handled

in the same systematic manner that the Government supplies for the Army are handled and the troops have lacked nothing that is necessary. At times, for a day or two there may have been some shortage for particular units but those occasions have probably been rare. The troops have everywhere appeared to be in the best of health and there is said to be a smaller percentage of sickness at the front than in garrisons in time of peace. The supply of arms and ammunition is also ample. It must also be taken into consideration that large quantities of arms have been captured, especially machine guns, and these as well as the artillery guns have been used by the Germans.

As regards copper, there are old mines in Germany which were abandoned on account of the cost of getting out the copper, which mines can be re-opened. There are copper mines in Belgium and in the part of France occupied by the Germans. In addition, a thorough account is said to have been made of the amount of copper in the houses, etc., throughout Germany and it was found that there is a sufficient quantity of copper to last two more years, if it is necessary to call on the people to give that to the Government as was done a few months since as regards woolen articles.

What strikes one most forcibly is the careful economy practiced by the German authorities in saving everything on the field of battle, everything belonging to the wounded, everything that can be useful in war. All articles, of every description, are picked up, sent back, sorted and then utilized. For instance, clothing is disinfected, washed, repaired, pressed and reissued. This is a wonderful saving in itself.

So many field kitchens have been captured from the Russians that almost all of the German troops now have them, whereas in the beginning of the war the infantry and foot artillery only had wheeled field kitchens.

All old iron is picked up and sent back. The most careful requisitioning has been made in the enemy's country occupied by the German troops. Threshing machines have been sent to the front

and wheat and other grain threshed out by or under the direction of the German soldiers, when quantities of it were found.

These are merely cited as instances of the care thatis taken not to waste anything which may be useful in the prosecution of the war.

This year's annual drafting of new men for the Army certainly would more than have replaced the losses that have been suffered by the Germans and the services of the larger proportion of the volunteers has not yet been accepted by the Government.

As the Army represents better than anything else the people, it is extremely interesting to see how in every special branch there are a great many experts in that branch performing and ready to perform the work required. This all tends to economy and efficiency. There seems to be absolutely no personal striving for personal reward. Every man is performing the duty assigned to him to the best of his ability whereever he may be and whatever may be the grade that he held at the beginning of the war or now holds.

A great deal has been learned by the Germans during these hostilities and advantage has been taken of all that experience in training the new as well as in improving the old men.

As regards the fleet, Germany has preserved her principal naval forces almost intact. These ships which have been lost have been generally of older types or scouting vessels. The Esprit de Corps of the naval service is of the very highest and the skill, enterprise and daring have been at all times of the best.

The submarine service has been largely increased and has shown itself to be a very powerful weapon of offensive warfare against England.

As the German battle fleet was somewhat less than half of that of England at the beginning of the war, it could hardly be expected that it could engage the enemy against such heavy odds. At the same time the fleet is well prepared and should opportunity occur, will be hear from.

The time has not yet come to judge of the effectiveness of the blockade of England. There can be little doubt, however, that it will seriously affect England's commerce and probably will very much raise the cost of living in England, if not bringing about actual hunger.

The personnel of the German Navy is believed to consist at the present time of about one hundred and fifty thousand men of all branches.

For details of ships in commission, etc., the files of the office of Naval Intelligence should be consulted.

The superior allied fleets have ~~kkkk~~ completely driven German merchant ships from the seas and for the present the carefully built up and splendidly equipped German Merchant service is completely paralysed.

Enormous losses have been sustained in the commercial circles of Germany through the stopping of commerce and the confiscation or interning of so many ships lying in the enemy's harbors or on the high seas at the outbreak of the war.

Nevertheless the enterprise, wise laws, and splendid system under which the German merchant fleet was built up, remain alive and it may confidently be expected that a few years after this war the German merchant fleet will again be occupying one of the leading position on the seas.

I have the honor to be, Sir,

Your obedient,

(Signed) James W. Gerard.

Need not be returned.

(See-Paragraph 4. Instructions of October 31. 1900.)

3
.11
(3)

SUBJECT Austro-Hungarian naval operations in the harbor of Antivari.

From G *No.* ~~6~~ 8 *Date* March 11, 1915.

Replying to O. N. I. No. *Date*

On the 6th instant the Vienna papers published a Cologne despatch which stated that, according to a report of the "Tribuna" (Italian newspaper), five Austrian war vessels had entered the port of Antivari, Montenegro, and bombarded the city and the harbor works. This report was commented upon as a naval victory but no official report was given out in the subject.

The following statement appears in the Vienna papers of this date:

"The following statement has been issued from the War Press Quarters:

"The most recent action of our fleet in front of Antivari in the night 1st-2d March has been entirely misrepresented in several newspapers. These reports which were reproduced from the foreign press are to be confronted with the following authentic account of the action:

"At 3 a.m. on the 1st instant three of our torpedoboats, accompanied by three destroyers pushed their way into the harbor of Antivari and landed a detachment which set fire to the supplies that were stored in the warehouse on the stone wharf and destroyed them. The wooden wharf which was recently built to facilitate the landing of French transports was completely demolished by explosions. The so-called yacht "Rumija", which for years has been used for the transportation of freight but recently for towing contraband laden French sailing ships into the harbor, and which has been exempted frominjury in our previous operations, was taken out of the inner harbor, but as stormy weather prevented taking her farther, she was sunk off the entrance to the port.

"During these operations our craft were fired upon for an hour by five batteries with ever increasing intensity, but they were not hit. The torpedo boats used machine guns to return the small-arm fire that was directed at them and the landing party; besides this two cargo lighters lying close by were sunk by shell fire. The city was not bombarded at all. Not a single shot was fired from the destroyers, which were in the harbor and off the entrance. Even the large supply of gasolene that was stored on shore was not destroyed on account of the danger to which two sailing vessels of unknown nationality would have been subjected.

"The Montenegrin stories of terror of the bombardment of the city, of the many demolished or burned residences, of the large number of persons burried in the ruins or killed by shrapnels, especially, women, etc. are nothing but cooked up fabrications such as are now to be expected from our enemies."

Stephen V. Graham

(See Paragraph 4, Instructions of October 31, 1900.)

Need not be returned.

Confidential.

SUBJECT NOTES ON THE GERMAN SUBMARINE SERVICE.

From Z No. 153 Date March 11, 1915., 191

Replying to O. N. I. No. Date, 191

The Captain of a German submarine which has been doing active service gave the following points in a conversation with a newspaper man who is reliable.

DESGUISING of PERISCOPE.

The periscopes are painted grey and various methods for disguising and as recognition marks are used. One is a gull sitting over the top of the periscope which has a close semblance to the real bird. There were a number of other marks but of what sort he did not say. One commanding officer of a submarine had been very clever in the matter and had practically made all the designs.

PERSONNEL.

New hands at the submarine business were found to be almost worthless at first. Usually they slept the first three days continuously and would hardly wake up to eat. From that time on they gradually improved and in their second trip, if they had the right stuff in them, they became useful. By no means all officers or all men were suitable for the service which was very hard and in which there were many moments when instant intelligent obedience was necessary for safety. A wiry, resolute type of man with quick perception and a lot of endurance, was better than strength with slow brain and action.

CARE OF CREW UNDER WATER.

Strict silence was maintained under water and all men not on duty were made to lie down and if possible to sleep. When quiet, especially when asleep, the men used up less oxygen,

The men suffered a good deal from seasickness to which they were more subject. than in regular small ships on account of the closeness of the air.

Frequently when lying on the bottom, there was sufficient swell to make the boat roll around a good deal and under those conditions it was hard for the men to rest.

The maximum depth he used was about 40 metres (131 feet)

LENGTH OF CRUISE.

His longest cruise had been 31 days.

;ACTION.

He had torpedoed a number of ships. When the vessel to be torpedoed steamed steadily on a regular course the hitting was easily accomplished, but if the ship changed course frequently

and also altered speed at intervals the matter became very difficult.

He had frequently fired when so close that the officer on the bridge of the steamer could plainly be seen walking up and down. At such times the success or failure of the attack depended on the degree of promptness and intelligence of the personnel of the boats, both officers and crew, and especially of the commanding officer at the periscope. His will must be obeyed on the instant and the understanding of his smallest signs and orders must be complete.

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fice: Keithstr. 14/4 Tr.

Telegraphic address:
"Alusna, Berlin".

Office of Naval Attaché
Embassy of the United States of America.
Berlin. March 13, 1915.

No. 164.

From :- Naval Attaché, Berlin.
To:- Director of Naval Intelligence.

S U B J E C T : - Salvage American steamers "EVELYN" and "CARIB".

I have received telegrams from the Consuls General in Copenhagen and Stockholm as follows:-

" Stockholm

Kindly telegraph me exact location where American steamers "EVELYN" and "CARIB" were sunk and what depth of water

Harris, American Consul General."

"Copenagen.

Tenth instructed by Department State obtain exact location sunken steamers "EVELYN" and "CARIB" so that I may obtain tenders from Switzer Salvage Company of this city for their recovery or salvage of cargoes.

Winslow".

My reply in both cases was as follows by telegraph:-

"Berlin
to Consuls General in Copenagen and Stockholm:-

Captain "Evelyn" states his ship about ten miles E.N.E. position Borkum Lightship
Captain "CARIB" states his ship about ten miles north by west of Norderney Lighthouse thirteen fathoms water Will let you know of any further information obtainable

Gherardi".

I also forwarded a copy of the telegram by letter.

I have asked the Reichs-Marine-Amt to give me an exact location of the two ships but as yet have had no reply.

I am of the opinion that there will be great difficulty in arranging for salvage operations in the vicinity of mine fields.

Gherardi

114 3

Translation.

Need not be returned. .15

Reliable News concerning the Misuse of Neutral Flags by English Merchantships.

1. Report of a reliable witness:-

(a) On the 3/3/15 an English freight steamer was about 1 to 1/2 sea miles from us in the Channel. In the vicinity she hauled down the English flag and hoisted the American flag. Before Deal the ship was inspected by the same officers as us. The American flag was carried to the time of anchoring near Nore-Light S. The next morning the ship ran in two ships lengths behind us up the Thames; then after passing the places considered dangerous, she again carried the English flag.

(b) On the 6/3/15 the "CITY OF MARSEILLE" passed us. Her smoke stack was, like all ships of the City Line, formerly painted with a yellow and black-white ring. The white ring was now painted yellow, so that there remained a yellow smoke stack with a black ring, exaatly as the steamers of the ~~xxxxxxxxxx~~ Matschappy Nederland have.

2. The English ships "ROCKBILL" and "DAERYDAIL", which passed Teneriffe, are to arrive Tuesday and Thursday (16/3 and 18/3) under American flag in Rotterdam.

3. Two English steamers of the Cunard Line, loaded with contraband of every kind, especially rice, maccaroni, parts of air craft, preserves, automobiles, are to arrive in England, coming from Naples, on the 23d or 26th, under American flag .

4. The English Harwich boats are receiving for their deck parts and bridges the same orange color as the Holland Batavia Line. Names are painted over on all English ships in port.

Need not be returned.

(See Paragraph 4, Instructions of October 31, 1900.)

3
.17

SUBJECT L O S S of S M A L L C R U I S E R "D R E S D E N".

From Z No. 166 Date March 17, 1915., 191

Replying to O. N. I. No. Date, 191

The official anouncement of this loss appears in the newspapers as follows:-

(Wolff Tel.Bureau) Official, Berlin, March 16.

The British Admiralty makes officially known that the English cruiser "KENT", "GLASGOW" and the auxiliary cruiser "ORAMA" met the German small cruiser "DRESDEN" in the Pacific Ocean near the Island Juan Fernandez. After a short fight the "DRESDEN" caught fire through the explosion of an ammunition apartment and sank. The crew is said to have been saved by the English cruisers.

The Acting Chief of the Admiralty Staff

(Sig.) B e h n c k e ".

3
.19

SUBJECT Ordnance - 15.2 Army Howitzer, British.

From *No.* 53. *Date* 19 March *, 1915*

Replying to O.N.I. No. *Date* *191*

Referring to report No. 34 of 23 February 1915, the following additional details are learned about the 15.2 howitzer.

Weight of projectile - 1400 lbs.

Explosive charge - 220 lbs. TNT

Muzzle velocity - between 1050 and 1100 ft. per second

The weight of powder charge cannot be ascertained, but can be roughly computed from data given above

The gun itself is said to be composed of the following parts - tube, three jackets, breech ring and breech plug. It can be erected in six hours, and the foundation consists of steel rails.

There are now four of these howitzers in France, and they are said to be entirely satisfactory.

The spotting is done by means of aeroplane equipped with radio, both gun and aeroplane being supplied with "Artillery fire charts". These charts are divided into large squares, which are lettered A., B., C., etc. These squares are in turn divided into sixteen small squares, numbered 1, 2, 3, etc., and these numbered squares are again divided into sixteen small squares lettered a, b, c, etc. The fall of a shot can therefore be closely located by signalling the three designations in succession, thus - B3d, F73, etc. The receiving radio is located in a bomb proof in rear of the gun and connected by telephone to gun position.

The accuracy which has been attained with this howitzer is said to be marvellous, and the effect of explosion is terrific.

SUBJECT British Naval Commands.

From X *No.* 54. *Date* 22 March *191*5

Replying to O.N.I. No. *Date* *191*

The statement in my report No. 37 of February 23,1915, in so far as relates to Rear Admiral de Robeck relieving Rear Admiral Moore was an error. Captain Brock, of the Princess Royal, has been promoted to Commodore and relieved Rear Admiral Moore; Rear Admiral Moore relieved Rear Admiral de Robeck on the Amphitrite, off the Canary Islands, and Rear Admiral de Robeck became second in command of the British Naval force in the Mediterranean.

Office of Naval Intelligence, Translation J.H.K. 22

March 22, 1915. Copy N.H.L. (1)

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Translation, "Mitteilungen des Seewesens, April, 1914.

- - - - - - - - -

The King is the head of the Norwegian Navy. He holds supreme command of the combined land and sea forces of the Kingdom by virtue of Section 25, of the Act of August 19, 1908.

The Army and Fleet shall not be used for offensive warfare without the authority of the Parliament (Storthing).

Since 1889, a permanent "National Defense Commission" has been established; this commission consists of the Chief of the National Defense Department, the Commanding General, the Commanding Admiral, the chief of the General Staff, the chief of the Admiralty Staff, and various other similar officers detailed thereto. This Commission acts on various important questions pertaining to National Defense and especially those concerning the concerted action of the Army and of the Fleet.

The Supreme Direction of the Navy.

(Navy Department).

Due to various strategical and geographical conditions, such as a relatively large coast line, the Norwegian Navy Department had to be built up on the system of Decentralisation. The various Naval Stations therefore, are administered to separately and independently of each other.

The Commanding Admiral unites in his person only the military matters while the question of administration is attended to by the "National Defense Commission". This principle of "military - administration" separation is carried out to a greater and more minute degree in the Norwegian Navy than is usually the case in other navies. This explains how the peculiar organization of the Navy Department, which at first glance seems to be too much "in detail" for such a small

Navy, and perhaps seems somewhat "top heavy", still has the advantage of strict separation. Special stress is laid on this method of Department organization on the fact that questions can be approached strictly on their own merits from a purely military point of view, independently of economical considerations, while the National Defense Commission handles the questions fromma more administrative point of view, and finally the Military Committee of Parliament chooses its own viewpoint and provides the means.

A schematic representation of the Organization is as follows.

The King
(Highest in Command)

National Defense Commission

Admiralty Staff- Chief-an Admiral.	Chief of the Navy Department. The Commanding Admiral	Chief of the War Department. The Commanding General.	General Staff Chief-A General

Offices of the Adjutant. (purely military affairs) Military, Discipline, Regulations and Instruction subjects.	I Division (Military Division) Military - Administrative Affairs, subjects pertaining to personnel and material.	II Division. (Civilian Division) Civil Administrative Affairs. Finances.

The Commanding Admiral.

His duties and authority consist of-

1. The Command of the combined Navy and its dependent strongholds (probably Navy Yards)

2. General jurisdiction over the Navy.

3. The Senior in preparing plans, etc., for the readiness of the Fleet for War, and Senior man responsible

for the proper preparation of such plans.

4. The Supreme superintending of the Training and Education of the Personnel; He receives all reports of exercises and organization and issues all Directions, Regulations and Instructions in regard thereto.

5. Has the privilege of inspecting all institutions pertaining to the Navy. He furnishes the National Defense Commission with all necessary information in regard to all questions of preparedness for War.

- -

The Admiralty Staff and the District Commands are directly subordinate to the Commanding General.

- -

I. The Admiralty Staff.

The Admiralty Staff is charged with the preparation and issuing of all subject matter especially assigned to it by the National Defense Commission and by the Commanding Admiral.

The Commanding Admiral is the regular "go between" in the transaction of business between the National Defense Commission and the Admiralty Staff.

The Senior Officer (in point of service) of the Admiralty Staff directs the methods of conducting the business of the Bureau Chiefs and he signs all the important papers.

To the Admiralty Staff belong the following:

1. Working out all the Navy Mobilization plans and suggestions for the employment of all Naval War Material. (Mutually agreed upon with the Army). To this end the Staff must keep itself informed concerning the present status and the future plans of all other friendly Navies, and must keep itself posted to date on all matters of interest in tactics and strategy. It must work up lessons gleaned from Naval War History, handle all reports on tactical and strategical exercises, etc. etc.

Each year the Chief of the Admiralty Staff submits to the Commanding Admiral a yearly program for Fleet and War Maneuvers together with an estimate of the cost of the exercises for that period.

2. The drawing up of the tactical-strategical coast defense plans.

3. Distribution and supply of coal and other war munitions in the various Norwegian harbors.

4. Working out plans in regard to the distribution of personnel in case of mobilization.

5. The Superintending of all minor matters to see that they conform absolutely to the Regulations for Mobilization. The Chief of the Admiralty is also charged with assuring himself that the provisions of the orders in regard to vessels and materials are exactly obeyed and that these are always held ready for mobilization. The Chief of the Admiralty therefore has the right, either on his own initiative or by order of the Commanding Admiral, to inspect such Docks, Harbors and Schools on which he is required to report or on which he submits suggestions in regard to alterations.

6. The Admiralty Staff watches over the preparation of surveys and charts.

II. The District Divisions and District Commands.

The coast is divided into several Districts: The Chief of each separate District is an Admiral or Staff-Officer; The Commandant of each District has charge of the following:

1. All the harbors, war munition, store supplies, coal supplies, etc. in his district;

2. The Coast Signal Stations and all material pertaining thereto;

3. All the war material existing in his district;

4. All the Fortresses or strongholds;

5. All buildings belonging to the Navy. The District

Commandant is responsible for the "Readiness for War" of his District. There are 4 districts:- 1-Kristiania; 2-Kristiansand; 3-Bergen, 4 Trondjhem. (The last has not yet been organized).

Naval Bases.

The main Naval Base is Karl Johansvaern. Other Naval Bases are Kristiania, Marviken and Bergen.

Under the Defense Commission Department are the following:

1. Principal Marine Dock yard- This is organized like a private shipbuilding concern and is under the direction of a Civil Director. It has the following divisions:

(a) Machine shops.

(b) Ship construction shops.

(c) Fitting out and tackle division.

(d) Bookkeeping division.

An "Under director" is in charge of each Division.

2. Marine Superintendency--This is divided into

(a) Management of the combined Naval Money and Accounting systems.

(b) Naval Chief Bookkeeping Division.

(c) Management of combined stores, such as:-Magazine stores, fuel, provisions, accoutrements, Treasury affairs and the management of inventories.

(d) Management of clothing factories.

3. Naval Ordnance. To which belong

(a) Everything pertaining to Naval Ordnance both ashore and aboard ships;

(b) All ammunition.

(c) All ordnance supplies;

(d) All gunnery work shops and laboratories;

(e) All necessary magazines.

4. Mines.

(a) Torpedoes and Mines together with their accessories;

(b) Electrical establishments, electrical signalling apparatus for sea and for shore duty;

(c) Explosives (for Torpedoes and Mines).

5. Naval Construction.

6. Navigation Bureau.

Embraces chart manufacturing, the gathering of instruments and publishing sailing directions.

7. Medical Bureau:

(a) Direction of Ships Sanitation and equipment.

(b) Marine Hospital.

(c) Provision of Medical Supplies.

Permanent Commissions (Boards)

1. Naval Technical Commission. (Chairman:- The Chief of the Admiralty Staff; Members:-Chief of the 1st Sea District and the directors of the dock, ordnance and mining commissions)

2. Dock Commission.

3. Ordnance "

4. Mining "

5. Commissary "

6. Medical "

These Commissions occupy, in the Norwegian Navy, peculiarly important positions, (inasmuch as herein before remarked, the technical and the seagoing Personnel are so strictly separated) in that they are the so-called "go betweens" between the two groups, and in that the sea-going Personnel, which is in the majority in the Commissions, has the power to make its needs forcibly known to the technical Personnel.

Personnel Organization.

The total Personnel is divided into the following corps:-

1. Sea-officers corps.

2. Sailor " (Enlisted sea-going men)

3. Mechanics Corps.

4. Medical "

5. Commissary " and Coast Signal Corps.

1. Sea Officers Corps:- This Corps is under the National Defense Commission Department in questions of supplies and accounts. In all other matters, it is under the direction of the Commanding Admiral.

The Sea Officers are recruited (drawn from) the Marine School, which has two divisions. The Lower Division, whose students are called Cadets, has three classes (winter and summer courses) where both theoretical and practical instruction is given. After graduating from this Lower Division, the cadets are commissioned Second Lieutenants.

In the Upper Division, the Second Lieutenants are taken up and given 2 classes and a winter course. After graduation from this Upper Division, the officers are then finally commissioned and put on pay. The School is not a regular boarding school, the Cadets living either ashore or on board ships.

From 10 to 20 are accepted each year in the Lower Division. The following conditions for entrance prevail:- Applicant must have made a cruise for 21 months aboard a large merchant vessel, must be a graduate of the Intermediate Schools, must pass a mental entrance examination, age not to exceed 20 years, must be in good health and be of healthy constitution.

Each year the Cadets are sent for 4 1/2 months in summer aboard ships for practical work on deck and with machinery. In regard to engine construction, they are required to know only so much as is required of a Captain of a steamship. For three weeks each year they are given practical instruction in the handling of mining material.

The instruction ashore embraces English, German and all sorts of military and nautical subjects together with International Law, science of commerce and other school subjects.

The passing from the Lower to the Upper Division occurs yearly, the National Defense Commission stating the number of Second Lieutenants to be taken up.

The Instruction of the Upper Division on shore lasts 2 years, the terms being from October 1st to May 1st, and embraces 18 subjects. Among others the following are studied:- French, History, Geography, Naval History, Sea and Land Tactics, Military Administration, Land Survey, Chemistry and a study of fortifications. In addition the students take a course in the practical Ordnance School and in the Torpedo School and also take part in the fortifications "Target Practice". They must be able to show credits of 18 months practical work before they become eligible for appointment as officers.

The paid Officer Corps consists of the following:- 1 Rear Admiral, 4 Commanders, 14 Commander Captains, 52 Captains (in 2 classes of pay) 52 First Lieutenants (in 2 classes of pay). (Note: Probably corresponds to following in United States Navy:

1 Admiral of the Navy (Commanding Admiral)

4 Rear Admirals (In charge of Districts)

14 Captains,

26 Commanders,

26 Lieutenant Commanders,

26 Lieutenants,

26 Lieutenants (J.G.)

Up to the grade of Captain, the promotion is according to the number of years in service; after that, promotion by selection governs.

The details to important duties are made by the King by advice of the Commanding Admiral, while details to less important positions are made by the Commanding Admiral.

The fixed pay of the officers is comparatively small, but they receive an extra allowance for every duty performed.

2. The Enlisted Men's Corps:-It embraces Petty Officers and sailors of the following specialties:- Deck, Ordnance, Small arms and Music. The Corps is divided into School Companies and Depot Companies.

Naturally in the School Companies the greater number of subjects is taught; for example, the Petty Officer students are instructed in:- History, Native language, arithmetic, geography, English, mechanical drawing, bookkeeping, Ordnance, seamanship, engineering, Nature studies, military administration, internation law and navigation.

3. Mechanical Corps:- It embraces the technical Personnel as follows:-

(a) Personnel for Engineer's force:- Technical students, Machinists, Master machinists and mechanical engineers;

(b) Personnel for submarine engineering-Students and machinists.

(c) Stokers.

(d) Torpedo and mining divisions, radio and electrical material; miners, mine assistants and mining mechanics;

(e) Ordnance Service:-Technical students, Ordnance mechanics and Ordnance mechanics' assistants.

(f) Laboratory Service:- Ordnance assistants, Ordnance and Chief Ordnance machinists.

(g) Ship Construction:- Technical students and ship builders.

(h) Administration Service.

Also these Corps are divided into School and Depot Companies.

The following Schools are established:-

(a) Coursefor Students in Marine Technic.

(b) School for mine-workers.

(c) Special courses for Submarine Officers.

(d) Petty Officers school for Mechanics Corps.

Submarine Service.

The Personnel for this branch is now organized independently and for itself. Shortly after the commissioning of the first submarine "the Kobben" it was shown that this service could not be incorporated into the general Organization Plans without great difficulty. Therefore another separate Organization was planned, based on the following main principles:-

1. A submarine crew, because of the special nature of this service, must be composed entirely of volunteers.

2. The crew must be selected from men who have the highest skill in the technical handling of the complicated machinery of a submarine.

3. Because of the restricted room and breathing space in which the crews exist, it is necessary that each member of the crew must be capable of performing the duties of Machinist, Electrician, Torpedoist and Seaman.

The Personnel is composed of:-

1. Submarine students:- Must be unmarried, 18 - 22 years old, have 12 months cruise as stoker and 12 months service in either Smithy, Machine Shop or shipbuilding plant; At the end of 4 years are obliged to accept the post as Petty Officer in a submarine and to serve in this position for six years. The instruction comprises 1 1/2 years of theoretical instruction and 2 1/4 years of practical work ashore and aboard a submarine.

2. Submarine gunners:- Must be 20 - 30 years old and have the same instructions as the Students. At the end of six years they are appointed.

The Submarine Establishment is maintained on the basis of 12 submarines in commission at all times. Each of these submarines should have a crew of 5 Petty Officers and 10 men.

Marine pilots and Coast Signal Service.

Along the coast at predetermined distances are 10 paid pilots and a series of coast signal stations, whose men constitute 3 companies.

Need not be returned.

(See Paragraph 4, Instructions of October 31. 1900)

3
24

SUBJECT Names and Limits of Italian Fortified Ports; Approaching and Anchoring therein in time of war.

From T *No.* 82. *Date* March 24, 1915.

Replying to O. N. I. No. ——— *Date* ———

1. The following is a table giving the Names and Limits of Italian Fortified Ports whereto approaching is forbidden by the Italian authorities until necessary permission is granted: -

Name	Coast Limits	Anchorage	Signal Stations
Altare Vado:	Corallo - Sansobbia.	Spotorno - Vado - Savona.	Capo Noli.
Spezia:	Deiva - Frigido.	Levanto - Monterosso - Portovenere- Spezia-Lerici- Bocca di Magra- Marina di Avenza.	Palmaria.
Monte Argentario:	Ombrone- Chiarone.	Talamone - Porto Santo Stefano - Porto Ercole.	Ronconali.
Gaeta:	Torre Capovento- Torre di Giano.	Gaeta - Formio.	Torre Orlando.
Maddalena:	Cala di Volpe - Punta Falcone.	Estuario Maddalena.	Guardia Vecchia- Capo Ferrò.
Messina:	Itala - Mola in Sicilia. Vallone della Covaia - Vallanidi in Calabria.	Messina - Milazzo. Reggio - Villa San Giovanni.	Forte Spuria. Capo d'armi.
Taranto:	Paterniscolo - Canale Ostone.	Taranto - Mar Grande o Mar Piccolo.	Capo San Vito.
Brindisi:	Casa l'Abate - Torre Vacito.	Brindisi.	Brindisi.
Venezia:	Porto di Cortolazzo - Porto Fossone	Chioggia- Venezia-Laguna.	Sottomarina Torre pilotti S.Nicolo Lido.

No 3
.25

American Embassy,
Need not be returned.
L O N D O N.

March 25th, 1915. 56

From: Lt. Col. Thomas C. Treadwell, U.S.A.C.

To: Naval Attaché.

Subject: Ireland and the War.

The undersigned visited Ireland March 17-23, by authority of the War Office. On arrival reported to Major-General Friend, Commander-in-Chief of theforces in Ireland, and on the 18th inspected barracks and troops at Dublin with officers of his staff. The two following days by arrangement of General Friend, and with Lt. Col. Wilson of his Staff, motored to Curragh, and about that post. Brigadier General Cooper, Commanding at Curragh, and Captain Parker of his staff, took us about Curragh to inspect. Every courtesy was offered, and facilities for seeing barracks, troops, drill, etc., afforded. While in Ireland, the undersigned met a number of officers and civilians and motored over a considerable part of the country around Dublin. The following report is based upon information obtained during this visit to Ireland.

POLITICAL SITUATION. The situation in Ireland just previous to the outbreak of the war was extremely critical, and political considerations at that time not only threatened the country with a civil war, but did much to disorganize and impair the efficiency of the British Army.

The Liberal Party in conjunction with the Nationalist Irish members put forward during the year before the war, schemes of Home Rule for Ireland, which were finally outlined in the Home Rule bill, which after bitter opposition, became a law on Aug. 18, 1914. This Act will not, however, come into operation until after the termination of the war.

The Germans, no doubt, counted on various dissentions in the British Empire as a result of the war. On rebellions in India, Egypt, and South Africa, disloyalty in Canada and Australia; and more than these, on civil war in Ireland, and disorganization, poor administration and management in the British Army. If Germany trusted in all, or any of these, she was in error, and England's trust in Ireland in the present crisis has done more than force could accomplish. Ireland on the other hand, has responded to this confidence and has generally agreed to drop all political controversy until after the war, and to do everything to help in the contest.

Both Mr. Redmond and Sir Edward Carson have called upon the Irish people to take their part and share burdens and sacrifices imposed by the war. Nevertheless, the support and number of recruits so far furnished by Ireland for the war, has not been up to the hopes of Great Britain, and some of the reasons for this will be touched on under the following heading.

RECRUITING IN IRELAND. The population of Ireland is 4,390,000, including 1,581,000 in the province of Ulster. This population is only about half what it was in the first half of the last century. During the last 60 years over 4,000,000 of the people have emigrated from Ireland, and $^2/_3$ of these were men of military age. For these reasons, Ireland has not been able to make a contribution of young men to this war, such as she could have made if social, political, and economic conditions had enabled her population even to remain stationary. Though an agricultural country, and with a population which has decreased ever since the great famine, Ireland's contribution to the Army has been of considerable amount. Figures officially compiled up to Feb. 15th, show that there were Irishmen from Ireland with the Colors to the number of 99,704, and since that date recruiting had accelerated its pace. About 50,000 had up to Feb. 15th, joined from the Ulster and Irish Volunteers, either as Reservists or New Army recruits. The Irish in Great Britain have added 115,000 to the Colors, and with the large number who have joined from the Dominions, the total of Irishmen now serving in all branches of the Army would amount to 250,000.

Recruiting was for a long time after outbreak of war very bad. On Sept. 15th, only 20,419 had enlisted for the New Armies, or .93% of male population, while figures for Scotland and England to this date showed 2.79% and 2.41%. A number of English service battalions were sent to Ireland in August and September for training, the numbers recruited in Ireland being then so few. Since that date the recruiting in Ireland has considerably improved, though it is still far short of what it should be. Cities and towns have done well, especially Dublin and Belfast, but all of them could do a great deal better. Recruiting has been better in Ulster, where about 32,000 men have enlisted, and the city of Belfast shows the highest figures in Ireland - 405 out of every 10,000, or about 16,000 from Belfast. The streets of the cities are however, full of able-bodied young men, not in khaki, as could be plainly seen in Dublin on the 17th March (St. Patrick's Day). Whole classes of Irishmen are still shirking the call of war, and indeed it may be said that up to the present only the upper and professional classes, and the industrial workers of Ulster have done anything like their duty. The agricultural laborers are now coming forward in larger numbers, but many farmers and their sons are making unusually big profits out of the war, and are boycotting enlisting. The poverty of Ireland, at least in parts of the country other than Ulster, is very marked, and in many instances, no doubt many able bodied men hesitate to enlist, fearing to bring hardship or positive want on those dependent on them for support, should they join the Army. Then, no doubt, the political causes have been a considerable handicap to recruiting. Many National Volunteers have enlisted, and are now being trained as soldiers, but the majority - many of them armed - are remaining in Ireland. It is intended to hold a review in Dublin on Easter Sunday at which 20,000 of these volunteers will parade, and this is looked upon as being a very bad thing to do at the present time, and likely to create trouble if permitted. A number of papers have been suppressed

for publishing seditious articles, and leaflets have been distributed having the same character or intended to stop recruiting, while some arrests have been made of persons interfering with recruiting parties, or making statements prejudicial to recruiting. The recruiting in the rural districts has been particularly bad, and in some sections very small numbers have been obtained, showing that in these something must be radically wrong, and stong influences at work to prevent enlistment.

The British Government also up to the present, appears to have done little to stimulate recruiting in Ireland, and to have made no great efforts to obtain men there. They have not brought it home to the people of Ireland that there is real need for them to join the New Armies, and if necessary sacrifice their lives and interests in joining in the struggle. There is little or nothing in the English papers about Ireland, other than an occasional slam at the bad results of recruiting there. There are very few recruiting posters in Dublin, compared with the number in English towns, and such as these are, make their appeal through the cause of Belgium, or the exploit of Sergt. Michael O'Leary, who recently won the V.C., while in the towns and villages, hardly any recruiting posters may be found. It is often claimed that the farmers as a class are showing a disgraceful lack of patriotism, but it does not appear that much of any effort has been made to reach those in the country districts, and bring the needs of the country and their own real interests home to them.

During the last few weeks, however, better efforts have been made, and correspondingly better results obtained. It is said that in recruiting offices in Dublin, they are now getting 8 or 9 times the number of young men that offered themselves a few months ago. Recruiting parties are now touring the towns and rural districts, with bands or fifes and drums; many recruiting speeches are made; more recruiting posters are used; and other means taken to secure more men.

The fighting qualities of the Irish in all wars, and their efficiency as soldiers, is well known, and it seems probable that Ireland in view of the recent improvements in recruiting, may yet furnish a considerable and valuable quota of recruits for the New British Armies.

Military Forces in Ireland.

The Irish Command is one of the eight military commands of the United Kingdon, and included before the war the troops of two divisions and a Cavalry Brigade.

The Headquarters is at Dublin, and command is divided into two Districts, the 11th embracing the northern, and the 12th the southern part of the island.

The largest post is at Curragh, where there were stationed before thewar, a Brigade of Cavalry, a Brigade of Infantry, 3 companies of Engineers, and other auxiliary troops.

The largest military posts other than Curragh were the following:--

Dublin, 1 Cavalry regiment and 1 Infantry Brigade.
Belfast, 1 Infantry Brigade.
Newbridge, 2 Artillery Brigades.
Kildare, 2 Artillery Brigades.
Fermoy, 1 Infantry Brigade, and 1 Artillery Brigade.
Cork, 1 Infantry Brigade.
Dundark, Cahil, Kilkenny, Ballincollig, each an Artillery Brigade.
Londonderry, 1 Company, R.G.A.
Queenstown, 3 Companies, R.G.A. and 1 company Engineers.

There is a Remount Depot at Lusk Farm near Dublin, which supplies many Irish horses for army use.

The troops in Ireland at outbreak of war - other than Cavalry Regiments - were nearly all of English Regiments.

Since the war began, these troops have gone to the front and these stations are now filled with Reservists, and troops of the New Armies.

In addition to the above, Tipperary has since the war, become a training centre, for one of the new Divisions.

The largest training centres in Ireland for the troops of the New Armies are now the following:--

Curragh -10th Division of 1st New Army.
Tipperary - 16th Division of 2nd New Army.
Belfast - 36th Division of 5th New Army.

There are at present in all branches of the army a total of about 100,000 men in Ireland.

Dublin.

The troops at Dublin consist of the 31st Brigade of the 10th Division (5th and 6th Royal Inniskilling Fusiliers, and 5th and 6th Royal Irish Fusiliers), a reserve Regiment of Cavalry, and other newer service battalions.

These troops are quartered in the large barracks in Dublin of which Marlborough, Royal, and Richmond Barracks are near Phoenix Park; and the Wellington and Portobello Barracks are to the south of the city. Accommodations have been increased where necessary by the erection of huts in or near the barrack enclosures. A part of the very large Phoenix Park, and an area of open ground to the south-west of the city affords drill ground for troops stationed there.

At the Marlborough Barracks was the 6th Reserve Cavalry Regiment, which furnishes drafts for the 5th and 12th Lancers, now at the front. The barracks were comparatively new, and were complete in every way as a Cavalry barracks. They were arranged for the men in the same manner as other British barracks seen - with small squad rooms to accommodate about 16 men each, telescopic iron bunks to shove in during day, clothing boxes in place of lockers, wet and dry canteens, covered drill sheds with cement floor, gymnasium, target galleries, riding hall, stables, sergeants' mess, recreation rooms, etc. There were about 1,200 men here and 1,600 horses. Huts had been erected in barracks enclosure to accommodate the extra men and horses. The troops and horses had just come in from drill and exercise, and horses were being cared for. All were Irish horses. They had been received from the Remount Depot at Lusk Farm, and many of them direct from dealers. Horses were of various types, with a considerable number of Irish hunters, they were few of them large, almost all of about 15 hands, or a little over. The horses generally looked hard and in very good condition, and it was stated that they had received a great deal of exercise lately. A number had ring-worm and Irish-pox, but it was stated that these were horses

which had been received from dealers, and that they could be soon cured and put in condition. Most of the horses were in the regular brick stables of the barracks, but many of them were in the newly constructed huts. These huts were of wood with cement floors. Each hut was built to accommodate 25 horses, and with fodder room at one end.

The troopers of this regiment were armed with the lance, as it furnishes the drafts to maintain two Lancer regiments. They also carried the bayonet, as do now all British Cavalry regiments. It was stated that lately they had been sending drafts to the front averaging about 50 men and horses per week.

We also visited the Royal and Richmond Barracks, where service battalions of the Royal Irish Fusiliers, and Royal Dublin Fusiliers were quartered in the barracks and huts. These barracks were old and presented no particular features for comment. The men of the new Service Battalions seen at Dublin and Curragh were in general of good physique, and appeared to be good material for training as soldiers. They averaged considerably older than the service battalions seen in England, many of which were composed for the most part of men under 21 years. Some of the companies and battalions were seen in the park and near Dublin, engaged in drills of various sorts, but as the previous day had been a holiday (St. Patricks Day) with many entertainments at different barracks, parades, etc., and a strong gale of wind was blowing, it was rather an off day, so far as drill was concerned.

Near the barracks situated by the Park is also a large barracks of the Irish Constabulary, which has its Headquarters at Dublin. This is an efficient semi-military force of over 10,000 men, mounted and foot troops. They are not, however, a part of the army, and do not come under the War Office, but under the local Government - Lord Lieutenant of Ireland.

On the 18th, the Hospital Ship VALDIVIA arrived in Dublin with 384 soldiers who had been wounded in the battle of Neuve Chapelle. This ship left Boulogne at 11 a.m., the 16th, and took 48 hours for the voyage. The men were disembarked at 1.30 after dinner, and transferred to the various military hospitals of the city, most of them to Dublin Castle, which has been transformed into a large military hospital.

Curragh.

The military post at Curragh is about 28 miles from Dublin. This is now the Headquarters of the 10th Division, and here are all the troops of that division, except the divisional Artillery at Newbridge, and one brigade at Dublin. There are also recruits of more recently formed service battalions, and a reserve regiment of Cavalry.

"The Curragh" is a rolling plain of open country, without fences or walls, about 4 by 6 miles in extent; and forms an excellent terrain for drill and maneuver, especially for Cavalry. The plain is also used for training Irish hunters, and around it are a number of training stables.

The barracks and buildings of the post are all comparatively new, being most of them under 10 years old, and the post is very complete. They are situated on high ground affording an extended view of the country, but open to the winds which are often high at this place. In general character they are similar to, but more modern than the usual British barracks.

About two miles from the permanent buildings of the Curragh post are the hut camps used by several of the Infantry Service battalions, and some of the Cavalry. These huts are of wood with ruberoid roofs and were well constructed and dry. Curragh has had much rain during the winter months, which has considerably interfered with training. The huts were for 30 men each, with 6 windows on each side and doors at ends. Bunks were wooden telescopic frames, about 6-in. from the ground. Kitchen huts were between two mess huts and connected with them by passage. All around the huts were boardwalks, which have not been seen at other hut camps. These hut camps looked more comfortable than any yet seen.

The huts for Cavalry horses were larger than those at Dublin; for 50 horses, with open sides and galvanized iron roofs.

The recruits were drilling according to the 6 months schedule for recruit training, and were engaged at various drills and exercises, and at entrenching and range firing. The companies seen entrenching

were not working for any particular tactical scheme, but were training at all kinds of entrenching work - different types of trenches with and without head cover, and loopholes, different means of concealment and revetment, traversing, machine gun positions, communication trenches, etc.

There is an excellent range near Curragh and here the men were firing at 500 yard range at khaki head and shoulder figure target on grey and green background, which looked like a very difficult target when sighted on for one not used to these targets, but at which some of the men were making excellent scores. The firing was in accordance with the Musketry Regulations, Recruit's Course, and that seen was at 500 yards, lying down, with rifle or arm rest at first-class figure target. The men are classified as "recruits" until they have completed the musketry course when they are called "trained soldiers". Many of the recruits were wearing blue military overcoats and others civilian overcoats, but it was said that they had recently been supplied with the khaki overcoat but were wearing the old ones for rough work in order to keep the khaki coats in good condition.

The service battalions of the 10th Division have been at Curragh since last August or September, and had completed their six months training, and were ready for the front, for which they expected to start in a few days. They had however, just received the new rifle, the Lee-Enfield, Mark III, and with their new equipment. Much of this equipment had recently been received from the United States made by Booth & Co., of New York, and was being put together. The new service battalions are equipped some with web and some with leather equipment. The belts, straps, etc., of the above were leather, with two ammunition pouches on belt each for 60 rounds, the knapsack and haversack being of canvas.

The troops at Curragh were battalions of the Royal Irish Rifles, Royal Irish Regiment, Connaught Rangers, Leinster Regiment, Royal Munster Fusiliers, and Royal Dublin Fusiliers. There were also two English battalions of the Hampshire Regiment. The cavalry were the 10th Reserve Cavalry Regiment which furnishes drafts for the 4th

and 8th Hussars. All of the men looked physically fit, and keen and enthusiastic in their training, and averaged considerably older than men in English service battalions. 56

On the 18th, the day before our visit the two Brigades, had been engaged in joint maneuvers reinforced by some Cavalry and Artillery, where one of them had to defend a position on front of nearly 3 miles.

Another position which was inspected near Curragh was where a Brigade had entrenched a position on front of a little less than a mile. The position was an excellent one for defence, about 250 yards in rear of crest, and affording natural cover and concealment for supports. The trenches were well constructed according to most recent teachings of the war, and were well concealed. At all training centres in Great Britain at present, it is the endeavor to have officers who have been at the front, in order that their experience in trench warfare may be utilized in training new units, and there were several such officers at Curragh. One of the Brigades was exercised in night work on the night of 19th in occupying these trenches.

The Divisional Artillery is at Newbridge, an old Artillery post about 6 miles from Curragh. It consisted of the 18-pr. q.f. gun batteries, howitzer and heavy batteries. The 18-pr. and 4.5-in. howitzer batteries were of four guns according to the recent Artillery Establishment, in place of the former six gun batteries. Each gunwith two caissons one of which in action is placed beside the gun in action. Guns and caissons are six-horsed flexible double carriages, composed of gun or caisson and limber. Some of the batteries were out drilling at taking up positions, and the heavy battery was seen in route march on the road, the 60pr. 5-in. guns drawn at a walk by eight heavy draught horses.

It was understood that the Artillery was still short, in some of its Brigade ammunition columns and other material. In fact, it is very evident from many indications, and is now freely stated, that in the organization and training of the New Armies, the need of the War Office is far greater at present for munitions of war and for officers rather than for more men.

H. Treadwell

Need not be returned.

[See Paragraph 4, Instructions of October 31, 1900.]

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SUBJECT S I T U A T I O N to M A R C H 27th 1915.

From Z No. 178 Date March 27, 1915. 191

Replying to O. N. I. No. Date 586 a 149 6 n, 191

The naval situation remains inactive except for the work of the submarines. It is reported that in general the younger officers are seeking duty on submarines as being the best chance for active service and the making of reputations.

On the Belgian coast the batteries are now so strong that coast attacks have almost ceased. Two attacks by British ships were handled so roughly that for some time no further actions have taken place.

It is reported that back of the beaches there are heavy barbed wire entanglements and all preparations to concentrate against landing forces.

Zeebrügge has been mentioned as the place at or off which submarines receive fuel and supplies.

Activities at the Dardanelles appear to be in abeyance since the heavy loss sustained by the sinking of the "IRRESTIBLE", "BOUVET", "OCEAN", and "GAULOIS".

The opinion appears to be general that the attempts to open up the Dardanelles will be continued with the co-operating of an Army to be landed in the vicinity.

THE WESTERN ARMIES.

Very heavy fighting has occurred on the Western front with great losses. The English captured Neuve Chapelle, but suffered a loss of one fifth of their officers and men now in France. The gain in territory was very small. The correspondent of the "Chicago Daily News", jusr back from there says that the gains made do not affect the German position. in general. The Germans claim that 42 regiments were hurled against this position in the various attacks and that 15,000 dead lie between the lines, principally of the attacking party.

Equally heavy attacks on the part of the French in the Champagne country did not make much progress, but sustained heavy loss. What is gained in one place is lost in another and I believe that neither side can break through and win a decisive victory.

THE EASTERN ARMIES.

The Russian troops have shown unexpected powers of resistance and the German armies have made little advance during the month. The fortified city Ossowice is being bombarded and hopes are entertained of breaking through the defensive line

in this vicinity and cutting the railroad communication between Petrograd and Warsaw.

The fall of Przemysl was a blow to the Austrian and German cause as it relieved a large body of Russian troops for other operations.

The conditions in Servia due to the war and to the prevalence of spotted fever (Typhus) are said to be appalling. This same disease is said to be prevalent in a milder form in the Russian armies and there is a great deal of it in the Russian Prison Camps in Germany.

MORALE.

The sentiment as described by reliable people coming from Paris and London as being confident in those cities is equally so in Berlin.

There is apparently no chance of peace for a long time to come. The new German war loan has been taken up to the extent of over nine thousand millions Marks which will maintain the war for a long time.

The hostile feeling in Germany as regards America continues due to the shipment of munitions and to the fact that non-contraband of war to and from America has been cut off by the British anouncements of a blockade.

licate -

nal mailed March 29.1915

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Need not be returned.

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Country............Turkey. Port...........Constantinople.
Report from U.S.S.SCORPION.
Date of Report...March 28,1915.
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1. Pending further instructions, I shall myself forward Intelligence Reports, as I consider necessary and desirable. I have the book "Instructions, Intelligence Duties, 1904", Register No. 69, regarding same, but no other orders. If there are any further, or particular, instructions, or orders in this connection, I request information as to same.

2. Among the effects of the late Lieutenant-Commander William F. Bricker, U.S. Navy, of which I took custody, I found, among other things, carbon copies of three Intelligence Reports, apparently retained for personal use, lettered, and containing information as follows:-

(a) Conditions in England at beginning of the war, ect.

(b) Visit to French lines, last part of November, 1914.

(c) French "120 Cm. Field Gun Carraige. (With rough diagrams)

Pending further instructions, and inforamtion, I shall retain these, tho I suppose, probably, the Department has already received the originals. There is some material in them that should not be intrusted to the mails - at least our mails from here.

3. Regarding the recent British-French reverse at the Dardanelles, I have no positive information, except that there xxx undoubtedly was one. The British reports that have come in, and the local reports agree however, as you undoubtedly know of course, that the French ship "BOUVET", and the British ships " OCEAN" and "IRRESISTIBLE" were sunk, at entrance, and two other British ships were more or less seriously injured. I am told that sixty-four men were saved from the "BOUVET", and none from the two British ships sunk, but cannot vouch as to this. I know that Ambassador Morganthau made a trip to the Dardanelles about March 12th: but it was shrouded with much mystery, and he will give no information. So far as I can learn, he has given no one any in this regard. He stated positively that the ships sunk were destroyed by gunfire however, instead of by mines.

4. I have the following information concerning operations around Smyrna, from what I consider an absolutely reliable source, but which I am requested not to mention, as it might cause complications:-

<u>March 5th.</u>-On Friday, March 5th., three cruisers appeared in the Gulf at 1.00 p.m., and bombarded the castle for about three hours, during which time ninety-two projectiles were fired. Replies from the fort, and shore batteries, were very few, and in no case struck home. The fire from the fleet was fairly accurate, several shots striking the forts squarely.

<u>March 6th.</u>-Bombardment started at 8 O'clock and lasted until 9.10. The firing was very heavy on both sides, the Turks claiming to have fired five hundred shots. In the afternoon the bombardment started again at 2.45, and lasted fifteen minutes, during which time twenty-six shots were fired.

<u>March 7th.</u>-Bombardment on this day lasted from 2.15 in the morning until midnight. Firing was very spasmodic, and its effects could not be seen from Smyrna.

<u>March 8th.</u>-Firing took place from 7.30 until noon. From 2 o'clock in the afternoon, until 3.30 the next morning, there was firing, at intervals, on both sides. During the night, the Turks sank, at the entrance of the harbor, two of the British Cargo boats, which had been interned in the harbor for some months. These boats were the "BILLETER" and "ASSIONT". This was supposed to be to "<u>bottle up</u>" the narrow channel near the castle.

March 9th.- The Allies' ships started firing at noon, and continued thus for about half an hour, when firing ceased. It was reported that Turkish Officials, in company with the American Consul, had gone on board one of the British cruisers, at the request of the Admiral in charge of the Fleet.
March 10th.- No bombardment. Vali issued proclamation advising Smyrna inhabitants to leave for the interior.
March 11th.-The "CITY OF KHIOS" was sunk at the entrance of the harbor, in approximately the same position as the "BILLETER" and "ASSIONT".

5. In addition, from same source:-
The ships engaged were the "SWIFTSURE" and two others of the same class. Also an undetermined number of torpedo boats. Very little firing, from ships, was done from turret guns, most of it being from barbette guns. After report about American Consul going on board, there was great activity in movements of troops, placing guns on the quay, &c., &c. The damage done to the forts was not vital. The marksmanship of the fleet was poor. Person reporting is of the opinion that there will be serious trouble in Smyrna, if the bombardment continues.

6. I expect to receive further information concerning Smyrna situation later, from same source.

7. I enclose a clipping from the local "LA TURQUIE" of March 27, 1915:-

SMYRNE

LETTRE D'AMIRAL ANGLAIS

Tanine consacre son article de tête menter une lettre, — dont il publie in la traduction, — adressée au vali bey par un vice-amiral anglais, ar- ans lequel il raille vivement l'acte uel celui-ci a essayé de gagner à sa un vali incorruptible et qu'il attribue arroi moral de son auteur.
e lettre est datée du 9 mars, du bord cht *Euryalis*.
lettre contient dix passages numéro- n voici la substance:

Le vice-amiral déclare avoir réduit les de Smyrne au silence et demande par quent la reddition sans conditions et le èlement des fortifications du golfe, le ge des mines sous-marines.

II.— Pour éviter une effusion de sang inutile, l'amiral invite le gouverneur-général à accepter les conditions précédentes, autrement il se verrait obligé de recourir à des mesures militaires.

III. — L'amiral ne doute pas que le vali est au courant de la situation déplorable dans laquelle S. E. Enver pacha et ses partisans ont mis le pays, trompés par les intrigues de l'Allemagne, qui ne nourrirait aucune amitié envers la Turquie.

IV. — Se laissant entraîner par ses faux amis, la Turquie a rompu ses liens traditionnels avec l'Angleterre et ses alliées.

V.—Le résultat de ceci aurait été la situation malheureuse de la Turquie. Les armées russes marcheraient victorieuses au Caucase. L'action pour une invasion en Égypte aurait échoué. Constantinople serait même sur le point de tomber entre les mains des alliés.

VI.— Le vice-amiral ne doute pas que le vali sache que la victoire finale appartiendra aux alliés qui auraient été toujours des amis de l'Islam.

VII.— Les puissances alliées n'auraient aucune intention hostile contre le vali et seraient prêtes à causer avec lui sur des offres avantageuses pour Son Excellence, après l'acceptation des susdites conditions.

VIII.— Le vice-amiral déclare di ressources importantes pour répar fait à la population innocente de du vilayet par suite des opérati que
IX — Le vice-amiral de en français ou en angla mars, jusqu'à 10 heures du
X.— Salutations.

Le *Tanine* déclare que S a donné la réponse qu'il fal vite incroyable du vice-am combat point par point l'arg l'amiral. Il considère l'acte c plus insolite que de pareill ne se font que dans le cas est sur le point d être réduit nullement le cas. On ne c ce que veut l'amiral, ni p cette demande. C'est du fantaisie et ça dit le désar
Nous regrettons que le

The TANINE, referred to, is another local sheet, published in Turkish, and supposed to be the personal organ of Enver Pasha. There seems to be some reason to believe that the British Admiral at Smyrna did make efforts to gain the VALI, Rahmi Bey, with promises of an independent protectorate or province arrangement, or something like that; and it is even said semi-clandestine parleyings, thru go betweens, are still going on. There are those who say the proclamation was a bluff, and that the Vali's own friends failed to ~~pervert~~ observed

Country............Turkey. Port........Constantinople.
Report from U.S.S.SCORPION.
Date of Report.....March 28,1915.
--o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-

8. At present everything is proceeding as usual in Constantinople; there are even less rumors than usual. I have been told, however, by a personage who should know, that the situation is "ticklish". I have been advised to keep landing force in good shape, which is being done with drills, &c. I will report further developements later.

9. Mr. Northrup, formerly United States Consul at Trebizond, who has recently resigned, and passed thru here last week returning to the United States, gave following information as to events, and conditions, in that region:-

(a)-As regrads the sinking of merchant ships at that place, in , the facts are as reported. Russian torpedo boats came in apparently to investigate the ships, principally the Archipelago-American steamship "WASHINGTON", and the Turkish forts fired on them. The Russian boats returned the fire; and the merchant vessels, between the two fires, were struck by shots from both sources, and all sunk. (Mr. Northrup was an eye-witness of this engagement).

(b)- The health conditions in the region of Trebizond and Erzeroum are terrible. Typhus fever is prevalent everywhere, and great numbers are dying with it, natives as well as soldiers. There are large stores of German Red Cross material in one of the ports, but it is put to other uses, or lying idle. There are few trained doctors, or first aid men, left to direct its use. It is said thirty doctors have died themselves.

(c)-The Russians can probably take Erzeroum, and the vicinity, any time they wish, but are letting the typhus, and other disease, do their work first. They do not wish to enter the pestilential region at present.

(d)-Desultory massacres and other outrages, principally by Kurds, continue in the region of Curmish.

10. This morning (March 28), a Russian gunboat appeared off the entrance of the Bosphorus, and fired five or six shots, to which the forts replied, after which it retired.

11. The Cruiser "SULTAN SELIM (ex-"GOEBEN), which has been undergoing repairs at Stenia, is reported to have completed same, and gone out into the stream, (Bosphorus). The Stenia dock has been taken over by Government authorities, and is closely guarded. It is reported, from a German source, that the SULTAN SELIM now only make eighteen knots, instead of twenty-eight.

12. The Danish steamship "SALLY MAERSK' of Copenhagen, which is lying here, has painted the Danish flag on bow and stern, both sides, about eight feet high and five feet wide, as the Italian Government recently ordered its merchant vessels to do, on account of the submarine campaign. These painted flags on sides of the "SALLY MAERSK" are very conspicuous, and can be plainly seen at a distance of one, and one-half, mile. This device might certainly reduce the difficulties of the submarines, I should think, in establishing nationality, and might certainly be of use to <u>neutral</u> vessels.

H S Babbitt

Enclosure 3
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(1)

American Embassy, London.

30 March 1915

Need not be returned.
56

From: Naval Constructor L.B.McBride, U.S.N.
To: Naval Attache

Subject: Relief of Vice-Admiral Carden in command of Fleet at Dardanelles.

1. I have recently had a conversation with a gentleman who is a personal friend of and has seen Vice Admiral Carden in London since the latter's return from command of the operations at the Dardanelles.

2. Vice Admiral Carden stated that he was in perfect health despite the Admiralty ammouncement that he was "incapacitated by illness", and that the rumour, prevalent in London, that he had been wounded, was also untrue. He stated that the reason for his relief was as follows -

After he had sent the Amethyst through the narrows on March 13th and that vessel had returned with only minor injuries due to gunfire, the Admiralty desired him to take his fleet through; in his judgment such a course was not justified as he considered the risks greater than the chances of success; he was then given the option of carrying out the Admiralty's desires or of being relieved of his command; he chose the latter alternative, and was accordingly succeeded by Rear Admiral de Robeck on March 16. The action of March 18 in which the Irresistible, Ocean and Bouvet were lost was an attempt to carry out the Admiralty's desire that the Fleet force the narrows at once.

3. Vice Admiral Carden considers that the result of the attempt on the 18th vindicates his judgment, and stated that he was urging his case at the Admiralty on those grounds, and claimed the right of reinstatement in his command

Louis B McBride

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(2)

SUBJECT CAPTURE of HOSPITALSHIP "OPHELIA".

From Z No. 181 Date March 30, 1915. 191

Replying to O. N. I. No. Date 191

Reference:- Z-337 of November 2, 1914.
Z-357 of November 10, 1915.

The following is a translation of the latest note on this subject.

It looks to me that if some action looking to the release of this ship is not undertaken by England, reprisals will follow:- A copy of the note has been sent by the Embassy to the State Department.

Translation

Foreign Office.
III a 6530
40339.

After it had been brought out that the German auxiliary hospitalship "O P H E L I A" which was captured on the 18th of October of last year by British naval forces had not been reported at the proper time to the British government through an oversight of the American government, the German government has requested the American government through the latter's Ambassador here in a verbal note of the 8th of December of last year - III a 30591 - to please notify the British government of this oversight. In this connection the German government has emphasized that it would not be compatible with the spirit of the Hague Agreement regarding the application of the principles of the Geneva Convention to naval warfare if one power at war would utilize for its own profit the oversight of not reporting a hospitalship which error is not attributable to the adversary. At the same time the German Government gave expression to the expectation that the United States would do everything in their power to bring about the release of ship and crew without delay in accordance with the above mentioned Hague Agreement.

The American Government has thereupon, as presented in the verbal note of the 8th of last month - F.O. 3185 - of the American Embassy here, reminded the English government through their Ambassador in London several times urgently of this matter. According to the verbal note of the American Embassy here of the 26th of last month - F.O. 3446 -, the British government forwarded to the American government, apparently without touching the matter of immediate release of the hospitalship proposed by the American government, a presentation, according to which the "OPHELIA" has been placed before a Prize Court, because the hospitalship sailed on the 8th of October, without recognizable reason in different directions in

the North Sea and that the ship received in the North Sea wireless orders from Norddeich in cipher which according to the statements of her officers which directed them to proceed to a certain place- according to English opinion the purpose was not evident - ; further the charge is made against the "OPHELIA" that she has exchanged wireless messages, while there was no cipher key on board nor were there remarks in the ships logbook regarding the use of cipher.

The Department of Foreign Affairs then asked the American government in verbal note of the 6th of this month - III a 4983 - to please engage ~~an~~ legal counsel to assist the chief surgeon of the ship in the Prize Court proceedings.

In the meantime the statements of the British government regarding the suspicious (to them) conduct of the hospitalship have been subjected to an investigation by the German naval authorities. The result showed that the "OPHELIA" was occupied on the 8th of October to look for survivors(before the Ems) of the German torpedoboat " S 116" which was sunk the day before by a British submarine; This explains the movements of the hospitalship on that day which could not be understood by the observing British submarine. On October 18th the "OPHELIA" had orders to look for shipwrecked men in the vicinity of the engagement of October 17th in which German torpedoboats were destroyed. By the confiscation of the ship on the part of the British naval forces, this work of salvage was prevented in the most regrettable manner, as proved by the numerous corpses with life-belts on them drifting to the Dutch coast.

Regarding the cipher book it is correct that there was one on board which was very probably destroyed. The equipment of a hospitalship with cipher for wireless is according to international agreement and the customs of naval warfare permissible; for military reasons it is even necessary, as otherwise any wireless station wheresover could read off where the field of activity of the hospitalship is located, the spread of such news must howver be prevented in the interest of the general conduct of the war. It is also right and duty of the captain of the ship, to preserve the cipher secret, that the cipher book does not fall into the hands of the enemy.

According to the above the conduct of the "OPHELIA" offers therefore no reason to suspicion, and it cannot be understood why the ship should be brought before a Prize Court. It appears the less intelligible as the facts required for the adjudgement of the Prize Court, have been known from the beginning, thus more than five months , to the English naval authorities. The carrying out of the Prize Court procedure would in addition prolong this painful matter, which to the greatest regret of the German government(which certainly would find the approval and participation of the American government) has now under hollow pretexts been going on for such an unreasonable long time.

The German Government believes that the American Government will bring the preceding view points to the fullest assertion and will exert their full influence with the British Government to finally effect the release, without further retardation, of the German hospitalship "OPHELIA" and her crew.

Berlin, March 27, 1915. "

(See Paragraph 4, Instructions of October 31, 1900) Need not be returned.

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31
(1)

SUBJECT Conditions - Italy - month of March.

From T No. 90. Date March 31, 1915.

Replying to O. N. I. No. Date

1. The absorbing topic during the month of March has been the possible secret agreement, through Von Bülow's efforts, that Austria should make some concessions to Italy. There is no doubt but that Germany has been trying to force Austria into some such agreement. There has been a great deal said of such endeavors in the press, while among the Diplomats in Rome it is generally believed that efforts to preserve Italy's neutrality have taken this line. No statements from either government have been made but no one for a moment believes that Austria will cede to Italy Trieste, her one big Adriatic outlet, or Trentino which commands the frontier. Austria today holds the upper hand over Italy by the possession of the mountains and passes of the Austrian Alps - an exchange of positions is more than Austria would permit.

2. Reports from military men, both Army and Naval - agree that Italy's preparations for war are complete. This has cost roughly a billion lire. The French Ambassador has stated that Italy was going to war and the majority believe she will - but the manner with which Italy has kept all from knowing her future action is a source of admiration to everyone. The press is practically united for intervention, but as one Italian expressed it - this is chiefly to make Austria believe that intervention by Italy was certain, thereby forcing concessions by Austria. On Sunday, the 28th, a large demonstration for war took place in Rome, which was one of many throughout the country. Attempts to get at the Austrian Embassy and Consulate only failed on account of troops. The crowd wrecked the windows of the North-German-Lloyd Office.

3. During the night of the 30th, a regiment of Bersaglieri left Rome for the Austrian frontier. This I heard from a very reliable newspaper man, an Italian, representing large newspaper interests throughout the world. Owing to the decree forbidding the publication of military news, it will not be given out - but it is the first movement of the Roman garrison, and is considered by him to be ominous.

4. The dreadnought Duilio left Genoa on the 23d of March for Spezia on her 24 hour trial. After her arrival she will have her gun trials, and upon their completion, her full power trial will be carried out on the return trip to Genoa. The ship will then be turned over to the Government and her final cleaning and painting expedited.

Notes on the Present War.

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Collated from various sources by the

Office of Naval Intelligence,

March 1915.

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Strategic.

The present war situation has been frequently played by the German Navy in short manoeuvers.

From the beginning of the war, the British main body have been kept moving from one base to another at intervals sometimes as short as a few days. This has been done to prevent the Germans from knowing the location of British battleships at any particular time.

There are supposed to be about 70 British cruisers in the Atlantic guarding trans-Atlantic commerce.

British submarines have been reported operating in the Baltic. German submarines are reported to have circum-navigated the British Isles.

The main portion of the Austrian Fleet is at Pola and the remainder at Durazzo. They are bottled up by the French Fleet, but are well protected by mines and fortifications.

The German main body is supposed to be in Wilhelmshaven, while some vessels are in the Kiel Canal.

The French Fleet is basing on Malta; Toulon is keeping Malta supplied.

During January, the British patrol to search vessels entering and leaving the North Sea, extended from the Orkneys to Iceland, and was maintained by about 175 armed steam trawlers with a number of auxiliary cruisers and some regular cruisers. All vessels clearing to or from ports of Northern Europe were communicated to the scouting line by radio.

The German Naval brigade operating on shore, consists of the surplus of men not needed afloat. They are employed in Belgium as a part of the garrison to handle the sea-coast guns, mines, etc.

On account of information that extensive mining operations had taken place off Tsing Tao, the Japanese did not send ships of much military value to operate against that place.

Tactical.

The British fly a red ensign on the forestay of each battleship as an identification signal to prevent ships being fired at or torpedoed by their own ships. They apparently do not fly any Admirals flag in action.

The bands around funnels denoting divisions, squadrons, etc., have been removed by the British and every possible means taken to conceal the identity of ships; names have been removed from the ships, initials taken off all boats, crew hat bands removed, etc. In case of a boarding visit, the merchant ship is not informed what vessel boarded her.

The circumstances governing the loss of the Audacious are not known in Berlin.

The Goeben sustained considerable damage by striking a mine in the Black Sea.

The Germans use Zeppelins and aeroplanes for scouting in the North Sea to a great extent.

The German cruiser Mainz in the fight of August 28th, although badly damaged by gunfire and also by one torpedo hit, was still so buoyant that it seemed probable the vessel would be captured by the British. To prevent this the magazine was exploded by her own crew.

The Germans report British gunfire to be surprisingly poor.

During the bombardment of Scarborough and Hartlepools, an English squadron of 11 battleships proceeding in that direction was observed by an American officer. They were in column preceded by 5 destroyers in fan-shaped formation about 8000 yards ahead of the main body. Midway between the destroyers and the leading battleship were 2 light cruisers in line and close together. The whole squadron was proceeding at about 15 knots.

Japanese destroyers operating off Tsing Tao are said to have shown lack of sea experience and smartness.

Before bombarding Tsing Tao the Japanese established a spotting station ashore located about 6,000 yards from Iltis Fort and about 900 feet above sea level. It was protected by a heavy bomb proof and well concealed. It had a good view of most of the German positions but could be injured only by a direct hit from a heavy gun. The station was equipped with a 24 power glass mounted on tripods, a table and spotting chart. The chart was ruled in squares. The spotting station was connected by telephone with the army radio station and information concerning fall of shots could be gotten on board a ship in about 10 seconds after the fall of the shot.

During December a force of German destroyers engaged some English destroyers without serious damage on either side.

It is reported from British sources that the practice made with all weapons during battle has been far below expectations and that a relatively enormous number of shots were necessary to sink an enemy vessel. The impression prevails that battle target practice as conducted in the American and British Navies do not produce war conditions in any way. It is reported that at the battle of the Falkland Islands, the Invincible and Inflexible fired about 800 rounds each of 12" ammunition. The battle was fought at high speed and the percentage of hits was very small.

Nearly all torpedo hits from submarines have been made when the target vessel was steaming at less than 10 knots and at range less than 1,000 yards. The U-9 was only 800 yards from the U-186 when the torpedo which sank the latter was fired. No marked concussion or other effect of the explosion was noticed in the submarine and the pressure indicator did not even flicker. The U-9 reports similar data from torpedoes fired at 800 yards and less.

Tactical (Continued)

Submarines have been used for scouting by both England and Germany on an extensive scale.

No French submarines are being used North of the Straits of Dover for fear that confusion in identities will result in disaster.

The German U-15 is supposed to have been sunk by the gunfire of an English cruiser during August.

The captain of the Dogue stated as follows concerning the torpedoing of his vessel; "We were steaming in line abreast at an interval of about 2 miles; our course brought the sun in our eyes and a choppy sea with whitecaps was running which added to the difficulty of seeing a periscope. The ships had only steerage way."

Since the sinking of so many men-of-war by submarines, both the Germans and the British have stopped placing vessels of military value, other than torpedo boats, on patrol duty.

An English destroyer rammed a German submarine in October. The submarine was damaged but able to return to port.

Early in the war the British were very much afraid of submarines. Since learning that submarines could do little harm to ships cruising over 16 knots, they have lost that fear.

The Formidable was torpedoed at 2 A.M. She was the last ship in a division steaming in column normal distance at 12 knots. There were no British destroyers with the division. Apparently the movements of this division were known ahead of time. The moon was full but not bright.

British and German submarines frequently come close to each other while submerged and several torpedoes have been fired by the British craft at the German without result, so far as known. An order now exists prohibiting the firing of a torpedo at a submerged submarine.

Early in the war submarines often got closer to the enemy without detection than was anticipated and at times torpedoes passed underneath the enemy due probably to initial dive over torpedoes. British submarines have now been adjusted to assume their proper depth very quickly.

The German U-19 was rammed by a destroyer and damaged about her rudder to such an extent that she could not manouver. The ramming vessel considered that the blow had been sufficient to sink her, but the submarine came to the surface showing a white flag and then sank immediately after the crew had been rescued because seacocks were opened by the Germans.

A great many German submarines have put in long and arduous cruising and watching without being able to get in a single shot.

In the action off Heligoland of August 28th, British submarines fired many torpedoes at the Germans without a single hit. The Germans were cruising at high speed.

A number of French submarines were sent to assist the British in the North Sea patrol, but were of little use as they carried torpedoes outside the hull and could not lie on the bottom at night as the British submarines did. In rough weather the submarines have to keep under way as the waves bump them on the bottom even in 24 fathoms. One British submarine went into Wilhelmshaven Harbor. German submarines have been inside of the Isle of Wight.

German submarines tried to attack the monitors assisting the army off the coast of Belgium, but as the monitors draw only 6' the submarines could not get within range.

2 British destroyers rammed the enemies submarines at speeds less than 16 knots. Submarines were not sunk but the bows of destroyers were damaged.

The French battleships Courbet and Jean Bart were both

Tactical (Continued)

torpedoed by submarines and in each case the hit was made well forward so that the vessels were not seriously damaged. The Jean Bart when hit was steaming at dead slow speed in clear weather with a smooth sea.

The submarine which torpedoed the Formidable reported the incident to the German Admiralty staff by radio.

Germans and English both have large, well organized and specially trained mine sweeping divisions which almost daily sweep channels over which ships may have passed during the day or night.

The British D-5 is reported to have been lost by striking a floating mine while chasing in the wake of a German cruiser.

The British E-6 fouled a German anchored mine but succeeded in freeing herself from the anchor fittings without exploding the mine.

While sweeping for mines, several British trawlers have been sunk although drawing only 7 feet, which would seem to indicate that the mines were intended for destroyers.

The Japanese mine sweeping flotilla off Jaing Tao ~~was and~~ consisted of 6 obsolete destroyers and 6 ordinary steam trawlers with a merchant steamer to direct operations.

When the German S-90 was captured by the Japanese after running ashore, a plan of the German mine field was found on board.

The German mines in the North Sea are said to have been connected in pairs by a line between.

The following concerning the action off Coronel, Chile, has been reported from British or German sources:

Ships engaged; British, Good Hope, Monmouth, Glasgow, the armed merchant vessel Otranto was present at first, but soon got out of the way. German; Scharnhorst, Gneisenau, Dresden and Leipzig. The Nurnberg was in the immediate vicinity but took no part. Both forces were out of sight of land. The action lasted about an hour beginning just before sunset. Weather was clear with dark clouds to eastward and a perfectly clear horizon to the westward. Wind south force 67. Sea rough, ships rolling easily and pitching badly so as to interfere seriously with shooting. The Glasgow was ahead of the British formation scouting and on sighting the Germans attempted to inform his Admiral by radio. The Germans attempted to jam the message, but were not successful in that. The British Admiral flew his flag, while the German did not. Both squadrons were in column. The Germans opened fire at 10,500 meters, concentrating at first on the Good Hope and Monmouth. At that time both squadrons were steaming south; the British at about 17 knots having been prevented by a German superior speed from taking a position to the eastward. The Germans were almost due eastward of the English, thus on account of light conditions presenting a difficult target while on the other hand the British were clearly outlined against the western horizon. The British had great difficulty in obtaining ranges. Spray and mist fogged the gunsights and the officers in the Glasgow's conning tower were wet through. The British went ahead left to close the range, but the Germans did not permit them to do so whereupon the British went ahead right, resuming original course and formation. The sea was so rough and the light so bad, the British could not see the fall of their shots. After sunset, the Germans with superior speed, closed the range which was about 4000 meters at the end of the battle. German shooting was excellent.

Tactical (Continued)

The third salvo struck the Good Hope and she burst into flames. The fire was extinguished, but kept breaking out. The Dresden and Leipsig fired at the Glasgow, got the range quickly and kept on. The salvos from one of them seemed to straddle the Glasgow forward and those of the other aft. Searchlights were not used. After dark the moon furnished some light. The Good Hope having been afire repeatedly finally blew up after dark, when the Monmouth and Glasgow started to withdraw, the Monmouth being badly damaged. Towards the end of the fight, an explosion took place on the Monmouth. Said to have been caused by a torpedo fired. The Germans fired about 400 shell in all. The Scharnhorst was hit three times, the Gneisenau twice. The Glasgow escaped in the dark.

Hartlepoole Raid.

The object of the raid was apparently to keep up the spirit of the fleet by giving it active work, there being much restiveness in the German fleet over forced inactivity. Another object seemed to be to keep the possibility of invasion before the English in order to hold their troops from the continent. The laying of mines formed a part of the plan. It is also possible that a diversion was wanted to draw English patrols southward and to give the Karlsruhe a chance to slip in.

The British Admiralty received information from scouts of German movements 48 hours before the bombardment. They made no attempt to prevent the bombardment, but expected to trap the Germans on their return trip. The German squadron comprised the Von der Tann, Derfflinger, Seydlitz, Moltke and 5 armored or protected cruisers.

A squadron of 8 British battleships, one division of which were dreadnaughts approached from the North and 5 battle cruisers from the south. The Germans were sighted between the two British forces, which were closing in on them, when a fog shut in and the Germans escaped. One of the British forces are said to have gotten within four miles of the Germans.

Battle of Falkland Islands.

The following is reported from British and German sources:

On approaching Falkland Islands, the Germans sent two scouts ahead who reported two British cruisers in port. The German resolution to fight was maintained, in spite of the subsequent appearance of the Invincible, Inflexible, Carnarvon, Cornwall, Kent and Glasgow. The British Canopus had beached herself to turn herself into a fort. The German squadron comprised the Scharnhorst, Gneisenau, Leipsig, Nurnberg and Dresden.

When the Germans were sighted at 9 A.M., the British fleet were all coaling and overhauling at Port Stanley. The Canopus opened fire with 12" guns over the land. The Kent left harbor in 20 minutes and all others had done so by 10:30 by which time only the tops of the German masts were visible above the horizon. At noon the British Admiral signaled "General chase". At one P.M., the Inflexible opened fire at about 17,000 yards with 12" guns. The Germans soon replied with 8.2's and British reports state that German fire at first was much more accurate than British although neither side did any hitting at extreme ranges. The weather was ideal and the sea "was calm as a mill pond". Eventually the 2 battle cruisers engaged the 2 German armored cruisers while the three British light cruisers chased the 3 German light cruisers which were dispersing. The light vessels opened fire at about 11,000 yards without material effect. The German rate of fire

Tactical (Continued)

was very rapid. By 6 P.M., the Scharnhorst and Gneisenau had been sunk. The action between light cruisers ceased at about 8 P.M., after the Leipzig and Nurnberg had been sunk. The Dresden escaped.

Operations off Tsing Tao.

A British force blockaded Tsing Tao until August 23rd when it withdrew expecting the Japanese to undertake the blockade from that time. Due to a misunderstanding the Japanese did not begin a blockade until about August 26th. The Japanese forces comprised 5 old battleships, 15 old cruisers or gunboats, one destroyer tender, one aeroplane tender, one repair ship, 14 old destroyers and one hospital ship. The advance base of the Japanese was located at Hakko-ho on the Korean Coast until Lou Shan Bay near Tsing Tao had been clear of mines and ceased when the latter place became the advance base.

The plan of blockade included an inner patrol of destroyers constantly under way, supported by light cruisers at night a few miles outside of them. Battleships and large cruisers were in support during daylight but withdrew seaward at night. Cables to all points were cut. Two Japanese destroyers collided at night on blockade and withdrew. One Japanese destroyer ran aground and was subsequently abandoned on account of shell fire. Another destroyer ran aground during daylight. An attempt of destroyers to destroy mine fields was abandoned on account of shore bombardment at about 12,000 yards. Aeroplane reconnaissance reported German naval forces inside. The Japanese landed an army of about 30,000 men; British, 14,000 men. The Germans had about 5,000 men. The landing was covered by bombardment of men-of-war and by a naval landing force of 500 men, 4 machine guns and 2 field pieces which landed unopposed in advance of the army.

The ships bombarded forts at ranges from 11,500 to 17,500 yards. The Japanese Osumo was straddled by two salvos but not hit. The Osumo was given a list of about 3° to increase her range. By this means she was able to bombard from 17,500 yards which was about 1,000 yards greater than the range of the fort. The British battleship Triumph was hit at a range of about 14,000 yards.

When the German destroyer S-90 escaped the British army expedition from Tientsin was held up until she could be located. The total number of rounds fired by the Navy during the siege from 7.5" to 12" was about 1120. The vessels struck by mines included two trawlers and one aeroplane depot ship.

The approaches to the harbor were thoroughly mined with both contact and observation mines.

The Japanese attack is reported to have been well planned and well executed.

It is reported that the Japanese army ill-treated the Chinese inhabitants and attempted to incite distrust among the Chinese towards the Peking Government.

The Japanese claim to have definitely located the position of the main batteries of Forts Litis and Bismarck by aeroplane reconnaissance.

The Germans used illuminating shells as well as searchlights. The position of the latter being shifted every night.

German officers stated that they used illuminating shells with a maching range of 1,500 yards.

They did not think these shells of much value as their illuminating power was insufficient.

The large Japanese siege guns after the fall of Tsing Tao were transported by rail by a Mukden and Harbin to the Trans-Siberian Railroad.

Tactical (Continued)

An English army officer of high rank in discussing the Tsing Tao campaign said that the masterful attack and successful siege of Tsing Tao is but an example of the ultimate fate of Manila.

North Sea Action of January 24th.

German forces comprised Seydlitz, Derfflinger, Moltke, Blucher, 4 light cruisers and about 22 destroyers, together with one Zeppelin and at least one submarine.

The British force consisted of 5 battle cruisers, 4 light cruisers and about 50 destroyers.

The German ships were apparently bent on a raid on the English Coast and when sighted were near the English Coast. Through the Intelligence Department, the British were apparently forewarned of the contemplated raid. Engagement started at 9:30 A.M., and lasted three hours. The battle developed into a fight between two columns at very long range; minimum range about 15,000 meters.

In consequence of a shell striking her amidships, the Blucher dropped behind and was sunk by gunfire. The Zeppelin was used for spotting and rendered most important service. She observed and reported the fall of salvos from a high position near the British Fleet whereby the Germans claim they made a great many more hits than they received. From British sources the line was rather badly damaged. She was hit about 24 times and armor was penetrated in four places on the water line. One shot struck exactly on point of bow at water line and caused immediate reduction in speed.

There was practically no maneuvering before or during the action. High speed was maintained at all times. On account of her low speed, the Blucher from the beginning was a hindrance and because of her small caliber guns, was of no assistance to the German squadron. The Princess Royal was unable to keep up with the Lion and Tiger on account of a foul bottom.

The German Admiral apparently endeavored to draw the superior English Fleet into water dangerous to its safety from submarines and possibly mines. The British discontinued the action after sighting submarines. The British Admiral had the choice of ranges and kept at the extreme limit on account of his larger guns. The German light cruisers did not fight as a squadron but operated to keep the main column free from destroyer attacks. The German destroyers were kept near the head of their column to protect it from destroyer attack and also to threaten the British with attack. Probably the British handled light cruisers and destroyers in the same way. The German destroyer V-205 deliberately slowed and passed between the two squadrons while engaged and fired torpedoes at about 7,000 meters. One 13 1/2" shell struck near the bottom of a barbette on the Seydlitz, penetrating and exploding in the handling room, killing about 40 men.

Logistics.

The British Chief of Naval War Staff apparently is not overworked during the present situation and does not seem to be worried.

At the beginning of the war, after manning the British Fleet to its full strength, there was an excess of about 15,000 who were formed into Naval Brigades for service on shore.

On German small cruisers and torpedo vessels there is a life preserver for every man numbered and assigned. The life preservers are on the upper deck and arranged to be instantly accessible.

The following remarks are extracted from a report by an American Marine officer relative to the morale of British troops:

"One of the primary objects of training in the British service is to develop a soldierly spirit in the recruit. As stated in the training manuals, the object is to help the soldier to bear fatigue, privation and danger cheerfully, to inbue him with a sense of honor, to give him confidence in his superiors, to increase his powers of initiative, of self-confidence, and of self-restraint, to train him to obey orders, to produce a high degree of courage and disregard of self, etc. As soon as a recruit joins he is brought under such influences as would tend to produce and increase such a spirit, and it is made the duty of all officers and non-commissioned officers to assist in the attainment of this object by their conversation and example. The soldier is instructed in the famous deeds of the army and is given simple lessons in military history. It is endeavored to impress on him the privileges he inherits as a British subject, and the honor which is his in serving the King and country; and is taught pride in his uniform."

"Whatever the method, the success of the British in binding mediocre individuals into splendid fighting organizations is quite remarkable. The average individual British soldier, and especially the recruit, is quite unimpressive, but the British battalions are very effective fighting machines. There appears to me to be quite a lesson for Americans in this, the value of reaching the spirit of the men, and of elevating it according to the American genius, with a view to self-effacement of the individual, and his embordination and absorption into the spirit of the organization to which he belongs. It would seem that the training of the mind and of the hand has been pursued to the exclusion of the elevation of the spirit and character. Greater effort might be given to the development of patriotism, and of the honor of supporting and defending the privileges assured to us by our form of government. There is no concrete object in our government to which the ideal of loyalty can be attached, such as the British King, and the flag should therefore be emphasized as a symbol of our ideals."

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"The King and Queen are still held in the greatest respect by the people, and are greeted with enthusiasm whenever they appear in public. It is difficult to understand the psychological principles of this veneration, which is in such marked contrast with their denial of any real royal power, in politics or administration. While the King is only a figurehead, he is the visible sign of the power of the country, and is the concrete object of loyalty. A more curious anomaly than a sovereign who has complete sway over the emotional patriotism of his subjects, but no real power

Logistics (Continued)

over their politics or government, would be impossible to find in a people of quicker imagination than the British."

The following remarks are from a report by an American Naval officer:

"The German soldiers are taught to sing when marching and it is very impressive. On several occasions at night as a company of soldiers marched by en route to relieve the patrols they would be singing their marching songs.

"The officers are not so strict in enforcing rigid discipline in war time and the soldiers go about on patrols smoking which appears to be quite a novelty for them. Frequently when an orderly brings a message to an officer the officer gives the soldier a cigar. The men idolize their officers and officers and men alike idolize the Kaiser. They have perfect confidence in him and half of each man's thought seems to be what a big man the Kaiser will be if he wins. There is a wonderful spirit in the German service. They have even after such tremendous losses at this late date, absolute confidence that they will win and that nothing can stop them. Peculiarly one entering their company gets the same feeling.

"The Germans are absolutely convinced that they are not to blame for the war and their efforts are much greater accordingly."

The following observations were made by an American Marine officer:

"Some of the officers (British) state that they considered a thorough training in the Swedish exercises the best foundation for a military training, from the mental as well as the physical point of view, in that it not only very quickly improved the recruits' physical condition, but also his MORAL STRENGTH AND SUSCEPTIBILITY TO DISCIPLINE."

During mobilization at the German Navy Department, everything worked without a hitch and they had nothing to do but to wait for the war declaration when their plans would go into execution.

At first the German shore naval brigade wore blue uniforms while fighting on land. This was found too conspicuous and the regular field gray of the German Army is now used. This field uniform has been found very satisfactory and necessary.

The British mobilization plans included the manning of the Admiralty with additional officers most of whom were on the retired list. When put into effect, the organization worked admirably.

Submarines have been known to remain away from base for 16 days without making port. They frequently spend the night on the bottom in smooth water for rest.

England is reported to have at least 50 submarines under construction on English ways about half being of a small type of about 300 tons.

British report that in sweeping for mines they had much difficulty in keeping the sweeps from sliding over the tops of mines and had to sweep each area several times.

The English mine field between the mouth of the Thames and the mouth of the Scheldt has an average density of about 3.2 mines per square mile. Many British mines are reported to have been washed ashore.

Some of the British cruisers have been fitted with spars about 15 feet long secured underneath the body just abaft the

Mobilization (Continued)

ran and projecting downward and outward with the idea of exploding mines before the latter struck the hull.

The following number of submarine Ulia mines were being manufactured in November: England; 30,000; France, 10,000; Italy, 5,000; Spain, 5,000.

German torpedo factories have doubled the number of employees, and output exceeds the consumption.

In the German submerged torpedo tube, there is no spoon, but a heavy rudd runs out with the torpedo. They have a number of twin submerged tubes building which open at the inboard end.

The time of construction of a torpedo is four months. Factory skylights and windows are screened at night to prevent aerial attacks. Torpedo charge is 100 kilos.

Large quantities of mines are being built in England. Contracts have been let to practically every shop that would undertake mine building. Vickers are building about 10,000 of the Ulia type; all others being built of the Admiralty type. On account of the difficulty in obtaining gun-cotton and T.N.T., some mines have been charged with cordite.

One of the German mines recovered by dragging, had a firing gear of the arm and plunger type. British comment on American mines stated that 120 lbs. explosive was not enough. Their mines carry about 300 lbs.

British use destroyers for planting mines; each destroyer being fitted after the war began to carry four mines on a track. One destroyer while launching a mine had it go off on hitting the water. It blew the destroyer's stern out of water but did little damage.

German mines recovered by the Japanese off Tsing Tao, were electro mechanical; had five horns; each mine was charged with about 100 lbs., of gun-cotton. They were not innocuous on their moorings had been parted.

The British output of torpedoes is extended to 10 a week. Their long range 21" torpedo, is a 9,000 yard, 28 knot, 4 cylinder engine, straight angle fire torpedo.

On August 20th, the British Admiralty had over 200 incl ships employed.

Special anti-aircraft guns have been mounted on all types of vessels including submarines by either the British or Germans. The battleships mount them either on forecastle or quarter-deck.

The American attaché after inspecting the German fleet and stations reports "They have everything we have and then some".

The Germans consider their watertight subdivision better than counted upon and consider the British water-tightness inferior.

The Germans consider it practicable to set London on fire by Zeppelins.

Some British ships combine both black and gray paint on exteriors. Funnels are painted black and gray like barbers poles. Turrets, conning towers, bridges and tops, vertical black and gray stripes. The side is alternately black and gray in large subdivisions not less than 25 feet wide. This method is said not only to favor invisibility, but also to serve as a disguise.

It is reported that a large number of old naval guns of large caliber which had been discarded from the fleet have been overhauled, their muzzles shortened and sent to France for land use.

The explosion on the Bulwark occurred while taking ammunition on board in great haste. Most of her crew were reservists, it is considered that her loss is due to an internal explosion only.

An American civilian recently returned from Germany stated that Germans were removing all turrets from their dreadnoughts and mounting 16" guns on decks without turrets.

An American civilian in England quoted a British officer in stating that the new British battleships under construction are fitted with three bottoms from the bilge to the water-line.

Loriettes (Continued)

As a step toward the upkeep of morale, great pains are taken by both sides on shore, to see that the mail service for the men at the front is efficient.

German 11" turrets are said to be able to fire 4 aimed shots per minute.

Survivors of the Aldcher stated that their turrets were a mass of flames from the burning paint and that the English shells filled with black powder, set the paint on fire when they exploded just as quickly as the lyddite shells. The British and Germans have scraped all paint off of turrets, conning towers and compartments exposed to shell fire, both inside and outside. The Germans have used a water colored wash where needed to increase the light effect such as on the inside of turret tops; paint on ships side was not touched, but above the main deck about the conning tower, it was chipped off.

The German destroyers engaged in war operations clean boilers after each 600 hours of steaming. The cleaning takes about five days.

In order to tell the splash of the ships own shots from those of others in the battle, the Germans use a time of flight buzzer in the fire control stations. A special instrument is used capable of adjustment for the range and calibre. The junior officer presses a button on this instrument when the salvo is fired and at the end of the time of flight, the instrument automatically produces a buzzing sound at the spotting stations.

Notes on the Present War.--II

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Collated from various sources by the

Office of Naval Intelligence,

March 1915.

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AERONAUTICS.

Aeronautic Strength.

The strength of the Aeronautic Corps of the belligerents at the close of 1914 was approximately as follows:

	Dirigibles	Aeroplanes
France	22	1400
Germany	40	1000
Russia	18	800
England	9	400
Austria	8	400
Belgium	2	100
Japan	1	50
Turkey	0	42

Organization of the British Aeronautic Service.

The Squadron consists of 4 Flight Units, a motor-truck train and armored automobiles. It is commanded by a major.

The Flight Unit consists of 4 aeroplanes and 1 spare. It is commanded by a captain.

The Aeroplane Complement consists of 1 officer pilot - Lieutenant, 1 officer observer - always a pilot, 1 non-commissioned officer, 2 privates (mechanicians)

There are about 180 officers and 1500 men in the air-service.

German Aeronautic Personnel.

The Germans also have Flight Units of 4 mechanics. During October, there were over 200 military pilots under instruction at Doeberritz. Training is also carried on at Johannistat and Lindenberg. The Navy is engaged in training a large number of aviators at Kiel and Wilhelmshafen. At the close of the year, Germany probably had at least 1000 aviators.

Aeroplanes.

Aeroplanes have proved themselves, not only of the greatest possible value to belligerents, but an absolute and vital necessity in carrying on a land campaign. Their primary and principal use is in reconnoitering to determine the number and disposition of the enemy. The second and almost as important a use is in directing and controlling the fire of artillery. Their third use is in air raids and attacks. And their fourth use is in beating off the attacks of hostile air craft and in keeping them from getting information. The use of aeroplanes in reconnoitering is, of course, new in this war. But having proved their value, they are now considered indispensable. In the present war, reconnoitering flights are made regularly as a matter of routine and under all

Aeronautics (Continued)

possible conditions of wind and weather. The present deadlock along the western battlefront is due to the fact that concentrations of troops by either side for an attack en masse are immediately observed and reported to the other side by its aeroplanes, which permits of measures being taken to meet and counter such attack. If one side had lacked aircraft, it is probable that its line would have been pierced and routed long ago. The inadequacy of the Russian aeronautic corps is held to be largely responsible for the recent defeats of the Russians in the Masurian Lake region. The German massing of troops at certain points xxx not having been observed. The value of aeroplanes in locating enemy trenches, concealed batteries and other targets for artillery and subsequently in directing and controlling the artillery fire has been inestimable. In bomb dropping, the value of aeroplanes cannot be said to have been fully demonstrated, although numerous attacks in force have been made especially by the English. Accurate reports on the actual damage done are lacking. It is seldom possible for the attacking aeroplanes to determine this. There is a tendency to regard bomb dropping as ineffectual and hardly worth while. This is especially so amongst the French who seldom made raids for the sole purpose of dropping bombs. All of their aeroplanes, however, carry bombs, and they drop them if opportunity offers. In repelling hostile air attacks, many thrilling aerial combats have been fought. The aerial honors are probably pretty evenly divided between English, French and Germans. The Russians are reported as notably inferior and not much is heard of the Austrians.

Zeppelins.

It is difficult to estimate the true military value of the Zeppelin at the present stage of the war, on account of the secrecy maintained by the Germans; but it is certain that no very great results have thus far been achieved by them. So far as known, only one Zeppelin Raid has thus far been attempted upon England and the damage done was insignificant. It is not known how many Zeppelins took part in this raid. The number has been variously estimated at from two to six. Three is probably the correct number. Nothing of military value was accomplished and the only result besides local damage to non-military places, was in the possible moral effect produced. It was thought that this raid was probably in the nature of a trial effort or preliminary skirmish and would soon be followed up by a great attack in force. But no such attack has taken place. The conclusion is forced that Zeppelins are not proving themselves to be what was expected. In the first place, as is demonstrated by the number of serious casualties to them before and during the war, Zeppelins prove to be particularly delicate craft to navigate in any but ideal conditions of weather, and peculiarly liable to catastrophes of various descriptions. They appear to be helpless in storms and easily lost control of in strong winds. They are extremely susceptible to rain and moisture, which greatly reduces their buoyancy and the loss of one has been conjectured to have been due to the weight of snow deposited upon its envelope. In the second place, they are very vulnerable to all forms of attack. They offer an enormous target to anti-air craft guns and on account of their bulk and unwieldiness, are at a great disadvantage in regard to aeroplanes. As regards those latter, it is stated that at present Zeppelins are ordered not to attack aeroplanes, but simply

Aeronautics (Continued)

to defend themselves, and when attacked by a squadron of aeroplanes, they are to retreat. Their bomb dropping is of necessity inaccurate, on account of the altitude at which Zeppelins must remain to avoid being hit in the day time, and on account of the obscurity of the target and the uncertainty at night. Furthermore, it is becoming the opinion that except for its terrorizing and demoralizing effect, bomb dropping is ineffective and inadequate, and accomplishes little of material value. The value of a Zeppelin for reconnoitering appears to be much greater than for offensive purposes, and its radio furnishes a means of instantly transmitting any information discovered. Its radius of action and endurance give it a decided superiority over the aeroplane in carrying out distant reconnaissance. As regards its qualities, the Zeppelin is supposed to be able to remain in the air 38 to 40 hours. It can stop its motors and float comparatively stationary over a given point. Its speed is 50 to 55 miles an hour. It can climb much more rapidly than an aeroplane and can in this manner sometimes avoid attacks of the latter. It can rise to a height of 9,500 to 10,000 ft. It can proceed on its way and return to its base with as many as three-fourths of its gas cells destroyed. It is reported that Zeppelins are being assembled and built in Germany at the rate of one in every 16 days. Whenever one is started, its crew and officers are gotten together to familiarize themselves with its construction.

Spotting and Controlling Artillery Fire from Aeroplane.

German Method.

The aeroplane makes a reconnaissance over the position to be attacked. When vertically over it, which is determined by an instrument manufactured by the Zeiss Optical Company of Germany, a silver ball is dropped. The battery commander takes a bearing upon this ball to determine the exact direction. The observer in the aeroplane, at a pre-arranged height above ground, takes a back sight on the position of his own battery, with the same Zeiss instrument. From this angle and the known height, the ranges are obtained. The aeroplane then returns to the battery with this information. It is possible that the range is obtained from the battery by range finder on the aeroplane, when the silver ball is dropped; but all aeroplanes have been observed to return to their lines before fire is opened. German aeroplanes use flags for signalling. The map assisted by photographs taken from the aeroplane, is also used in locating the enemy.

French Method.

The aeroplane makes a reconnaissance flight to locate the enemy's position, which is plotted on the map and the range measured. A range buoy is placed some distance in rear of the battery, determining a line perpendicular to its front, over which the observing aeroplane takes its flight for spotting. The observer is furnished with plotting sheets, for recording the fall of shots. When over the target, two salvos are fired, one short and one over the estimated range. The shots are plotted, the sheet placed in a carrier-tube with a streamer attached and dropped over the battery. Men are scattered in the vicinity to pick up the tube and rush it to the battery commander. When on the target, the battery commander uses

Aeronautics (Continued)

the sweeping method, the aeroplane reporting observations when necessary. Flying is usually done at an altitude of 2000 ft. This method is claimed to be extremely rapid and effective. A later method of reporting observations is by four black disks or flags shown beneath the aeroplane wings, for general corrections only. Changes of 40 metres are then made on the gun sights. Salvos are only fired when aeroplane is over target, the aeroplane returning over its own battery each time to signal results. This requires about 8 minutes.

In one method of signalling to the aeroplane, strips of white cloth several yards long are laid upon the ground, in the form of simple letters, as I, L, X, V, T, etc. These have such meanings as "Observe for Line," "for range,""for fuse," "for effect of fire," etc.

The Zeppelin as Spotter for the Fleet.

During a recent engagement off Heligoland between the French and German battle cruiser squadrons, a Zeppelin was sent out with the German Fleet, not only to observe, but primarily to act as spotter.

Aeroplanes as spotters for and against ships.

In replying to the fire of English men-of-war off the Belgian Coast, the German artillery used aeroplanes to assist them in the spotting. The method employed is not available at this time.

The Austro-Hungarian Fleet lying in the Bay of Cattaro used an aeroplane to assist in the spotting of the fire against Montenegrin artillery positions. It is reported that the aeroplane was of great assistance in increasing the accuracy of the fire from the ships.

On October 18th at about 2 A.M. an Austrian Flotilla of destroyers and submarines bombarded Antivari while at the same time a hydroplane co-operated by dropping bombs which burst in mid-air and illuminated the Harbor. It is reported that by means of the light thus furnished, the destroyers fire was accurate.

Air Raids.

The British made two raids on Dusseldorf. The first raid was made on September 22nd by aeroplanes of the British Naval Wing. Fog and mist made conditions very difficult. Flight Lieutenant Collet succeeded in dropping three bombs on the Zeppelin shed, approaching within 400 feet. Little or no damage was apparently done. Collet's machine was struck by one projectile, but all the machines returned safely to their point of departure.

The second raid was made on October 8th by three British aeroplanes. Bombs dropped from 500 feet struck the airship shed, went through the roof and destroyed the Zeppelin inside. The aviator of one machine reached this low altitude by a clever ruse. Bombarded by machine guns and artillery, in the vicinity of the shed, he made a dive downwards, so that it appeared that he was falling and believing that he had been hit, the fire stopped. His bomb landed in the middle of the roof and was followed by an enormous flame and fire inside the shed which lasted for about ten minutes. This flight involved penetrating over 100 miles into the enemy's country.

On January 19th and 20th, the Germans made their first airship attack on England. Very little has been given out by either England or Germany, concerning this raid. The number

Aeronautics (Continued)

of Zeppelins which participated has been variously stated as from two to six. The day before the attack, a report was published from Holland stating that three Zeppelins had been seen headed in a westerly direction across the North Sea, apparently for England. The attack was made at night in foggy and rainy weather. The first point attacked was Yarmouth, which was taken completely by surprise; in spite of a double watch service of aeroplanes and motors, as well as an organized patrol. The Zeppelins then skirted along the coast dropping bombs on Cromer, Beeston, Sheringham, Heacham, Snettisham, Dersingham, Sandringham, Grimston and Kings Lynn, returning over Yarmouth once more and making direct for the North Sea. The Zeppelins were in the air probably about 20 hours. Reports differ as to the type of bomb used, some stating that 6 lb. ones were dropped, whereas the usual Zeppelin bomb varies from 50 to 100 kilos. Only about 70% of the bombs exploded. The failure of the others is supposed to have been due to the ships flying low, not allowing fall enough for the bombs to become armed. The reports also of the loss of life caused are widely at variance, ranging between 3 killed and wounded, to 60 killed and 200 wounded. The material damage done was considerable at Yarmouth and Kings Lynn, but not in a military way. One Zeppelin was hit several times and lost all the gas out of two of its cells. It was, however, able to continue its return trip to its base.

The British on Christmas Day Raided Cuxhaven.

The ships which took part in this raid were three former channel steamers converted into seaplane ships, the light cruisers Arethusa and Undaunted, about twelve destroyers and a number of submarines; all under the command of Commander Reginald Tyrnhitt. The seaplane ships each carried three seaplanes.

The ships left Harwich on the afternoon of December 24th and proceeded to a point 75 miles west of Cuxhaven. The submarines had left earlier and proceeded close to the mouth of the Elbe.

A heavy force, probably a division of battle cruisers, was not far to the westward of the Flotilla and the scheme was to entice the German ships out in pursuit of the British flotilla and then cut them off with the battle cruisers and submarines. The seaplane activity was merely a diversion to distract the attention of the Germans.

The rendezvous was reached before daylight, December 25th. The seaplane ships stopped and hoisted overboard the seaplanes about 7 A.M. The cruisers and destroyers continued to the eastward.

Conditions were perfect,-sea calm, atmosphere clear. Three of the sea planes took passengers. The machines used were Shorts, fitted with 100 and 160 Gnome and 200 Salmson motors, all with folding wings.

Fifteen minutes was allowed for the start. Nine machines were to take part, but two Gnomes failed to start within the time limit and only seven got away. They proceeded independently, steering by compass.

On nearing the mouth of the Elbe, low hanging clouds forced the machines to descend to an altitude of not more than 800 feet. At this time two Zeppelins and one Schulte-Lanz were seen to the northward. The former were apparently returning from a scouting trip at sea when they discovered the seaplanes.

Aeronautics (Continued)

The seaplanes endeavored to get above the dirigibles in order to drop bombs on them, but found it impossible, as the dirigibles would suddenly point upward at an angle of 45° and climb many times faster than the planes.

The seaplanes continued on to Cuxhaven and were met with heavy shell and rifle fire. Their objectives were the fuel tanks, dirigible sheds and ships in the harbor. Each seaplane was equipped with three bombs and a considerable number were dropped. But it is not believed much damage was done, as erratic courses were necessarily steered to avoid being hit.

Nearly all were hit, some in many places, but none brought down.

It is believed the Zeppelins reported by radio the presence of the heavy English ships, as no surface ships were sent out. Submarines endeavored to attack the light cruisers, but these kept moving and avoided them.

The dirigibles also attacked the cruisers and several heavy bombs just missed their mark. They were driven off by anti-aircraft guns, but apparently not damaged.

After dropping their bombs, all the seaplanes started back to the rendezvous. English submarines had taken up positions along the return route.

Three seaplanes, all from the same mother ship, succeeded in getting back to her. Three others were picked up by submarines and destroyers.

Of the seven machines which started, three were gotten back in fairly good shape. Three others were sunk after the pilot had been rescued. In one case a seaplane was being towed by a submarine, when a Zeppelin appeared and attacked with rapid fire gun. The submarine abandoned the seaplane and dove.

Flight Commander Rewlett failed to get back. He was unable to find the British Fleet. His motor ran hot and he was obliged to descend. His machine was seen in the water several miles southwest of Heligoland.

He was eventually picked up by a Dutch trawler, after destroying his motor and sinking his hydroplane, at 10 A.M. that morning and after six days was landed at Muiden in Holland.

The average time in the air of the other six machines was three hours. It was noted that practically every ship in Cuxhaven was equipped with anti-aircraft guns. The English are doing likewise, except for destroyers, using 4" cal.

The object of the raid failed, but the operation showed splendid arrangement and execution.

Torpedoes on Aircraft.

Previous to the war, experiments had been conducted in Italy since the summer of 1913, of firing torpedoes from hydroplanes. The torpedo used is supposed to have been 5 m. long, weighing 40 kilos. The range was only 1000 ft.

Since the war started, extensive experiments are being conducted in England of carrying self-propelled torpedoes on aeroplanes. The torpedoes are of 14" diameter, and weigh, when charged, about 750 lbs.

The Germans have been experimenting with torpedoes fired from dirigibles. The torpedo is said to be satisfactory, but very accurate results in firing are not supposed to have been attained so far.

Aeronautics (Continued)

Wireless on Aircraft.

The German airships are equipped with wireless, capable of sending messages several hundred miles, according to conditions.

Aeroplanes are in some cases equipped with wireless. This consists of a 400 watt sending set. Aeroplanes are said to be able to send reliably about fifteen or twenty miles, but to be incapable of receiving at all.

Engines.

The tendency is toward higher powered engines for aeroplanes. The automobile type, water cooled, is popular. The British Wolseley Co., engine is fairly typical. Weight 950 lbs., water cooled, 1250 revolutions per minute, 130 H. P.

Armor.

The French have discarded armor on aeroplanes. All flying is done at altitudes beyond the effective range of rifle and artillery fire, and the danger of being hit is not as great as was expected. The advantages derived from armor do not justify the addition of this increased weight. Armor protects only from the bottom and airmen are exposed from the side and above. Some recent German aeroplanes on the other hand, are fitted with 1/8" armor under the seats of pilot and observer.

Many of the Vorsin and Farman machines are equipped with machine guns weighing about 29 lbs. complete and fitted with special sighting arrangement to compensate for the speeds of the two machines.

The main arm for the defense which is carried by all machines, is the Browning automatic sporting rifle, 32 cal. manufactured in Belgium. This is a 5 shot rifle. Revolvers are carried by the pilots.

Aero-photograuhy.

Aero-photography has been employed by both sides. Trenches and other objects have thus been discovered that otherwise escaped detection. Detailed maps of the country have been constructed from such photographs.

Moving pictures.

Moving pictures have also been taken from aeroplanes by the Germans, with reported success in discovering the weak points of the enemy's positions. The negatives are immediately developed and within a few hours thrown upon the screen. Attacks are then made in accordance with the information thus shown up. The nature of the process by which the pictures are taken is a carefully secret, the invention of a German cinematographer who disposed of the exclusive rights to the German government about two years ago.

Bombs and Darts for Aircraft.

Four classes of missiles have been used by the different belligerents for dropping from aircraft. These are:

1. Heavy Explosive Bombs.
2. Small Bombs or Hand Grenades.

Aeronautics (Continued)

3. Incendiary projectiles.
4. Aerial projectiles.

The first class are used against ships, rolling stock, bridges, forts, dockyards and all classes of buildings including airship sheds, radio stations, etc. These bombs are large and heavy and can only be carried by airships.

The second class are used against troops en masse, when concentrated at a halt or marching in column; transport and ammunition trains and convoys in general coming up from the base of supplies, when too far off to be reached by the regular artillery, or when concealed from such by the nature of the ground; trenches, camps and corrals, including nightwork for purposes of demoralization and the disturbing of much needed rest. These bombs are small and compact and are designed especially for use from aeroplanes.

The third class are used for the purpose of starting a conflagration, especially in oil tanks, magazines, gas meters, and buildings containing any form of inflammables.

The fourth class are used principally against troops, but also against other air craft and assumes a variety of forms such as small high explosive shell, steel darts and grappling irons armed with blades and hooks for cutting framework and wires and tearing and ripping covering material and gas bags. This latter type is apparently very little used if at all due probably to the difficulty of hitting a fast moving aircraft from another one. No definite reports of its use have been received and in all the air battles reported, machines guns, rifles and revolvers have been used.

The German bomb of the first class varies considerably in weight and shape. It usually weighs from 50 to 100 kilos and is pear shaped, globular, cylindrical or conical. It explodes on striking. A new form is being manufactured by the Krupp Co., containing a new explosive. The bomb does not explode by impact or contact, but when the pressure of the air and velocity of the bomb reaches a certain amount. It is of large size and is spherical in shape. Its merit lies in its exploding in the air with a consequent wide cone of dispersion over troops or houses and its action is akin to shrapnel. The air craft must reach an altitude of at least 2000 meters before dropping this bomb for it to be effective. It is stated that there is considerable danger to an aviator carrying this bomb and he would certainly be killed if it exploded within 500 meters of him. Another form of German heavy bomb is the aerial torpedo. This is cylindrical in shape with a conical point. It is 20 inches long and 4 inches in diameter and consists of a stout shell of steel. In the nose is a high explosive, probably trinitrotoluol, fired by a percussion cap on impact. Another compartment nearer the base contains a slow burning compound, probably composed of sulphur, saltpeter, charcoal and vegetable oil. This, when ignited, gives off gases which drive a turbine in the base of the bomb. By this means, it is driven forward at a high velocity and at the same time imparted a rapid rotary motion, as if fired from a rifled cannon. It gives off no flame which of course would be dangerous to a gas-filled airship. It is fired from a launching cradle mounted upon the outside of the airship's gondola and fitted with a universal joint, so that the projectile can be fired at any angle.

The French light bomb is the 75 mm. high explosive projectile of the famous field artillery piece. To it is attached a tail consisting of two perpendicular vanes. The whole weights 15 pounds. Although bomb dropping is not

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extensively carried on by the French, who consider the results attained small and local, aeroplanes carry these bombs at all times; and if, in a flight over the enemy's lines, a good opportunity presents itself, they are dropped. Each aeroplane carries 6 or 8 in racks attached to the sides of the fuselage and they are dropped by hand.

The French heavy bomb is new and is now being manufactured at Lyons. It consists of a cast iron shell about 10 inches long and 4 1/2 inches in diameter, loaded with 8 kilos of melinite. To it is attached a tail about 20 inches long, made of tin, and having 6 vanes twisted in spiral form to rotate the projectile. It is fitted with a nose fuse. The whole weighs 30 lbs.

The Marten-Hale Bomb is manufactured by the Cotton Powder Company of London. It is made in two types, the shrapnel and the high explosive. It is 21 inches long, is slightly pear-shaped and has a rotating tail of four vanes. The shrapnel type weighs 21 lbs., 4 oz., and carries an explosive charge of 4 pounds, 2 1/2 ounces of trinitrotoluol. The primer weighs 3 1/2 ounces. There are 321 steel balls weighing 5 lbs. 12 ounces. A safety pin prevents danger of premature explosion. In addition the bomb is not armed until the rotating vanes have sufficiently unscrewed a spindle in the same manner as the screw fan of a Whitehead Torpedo. A minimum drop of about 200 ft. is required to do this. The tail then becomes automatically locked to the bomb, which thenceforth is under control of the vanes. A rotating motion is given the bomb and perfect steadiness in flight obtained. The firing mechanism is so sensitive that the bomb explodes on the slightest retardation of flight due to impact even on water, soft earth or snow, at any angle of incidence as low as 5 degrees. At the same time if the bomb is struck while the air-craft is aloft, or should the airman descend violently to the ground, no explosion can occur, as the bomb can only be armed automatically while in open flight through the air. The high explosive bomb weighs 17 pounds, 12 ounces and contains an explosive charge of 6 pounds, 3 3/4 ounces. Otherwise it is the same in principle and external appearance as the shrapnel type.

The most used form of the fourth class of missile is the aerial dart. This has been quite extensively used by all belligerents. It is the invention of a French Captain, Sazerac de Forge, but was rapidly copied by the Germans. It is constructed of pressed steel and is about the size of a short, thick pencil; length, 4 1/2 inches, diameter, 1/3 of an inch, weight, 20 grams. It has a sharp point. The lower third is solid and the upper two-thirds is ribbed and thus always drops point down. They are carried by aeroplanes in bundles of from thirty to fifty and are dropped from a box by opening the bottom. They disperse rapidly in their downward flight, covering an area of 5000 square feet of ground when dropped from an elevation of 1500 metres. This altitude gives them a striking velocity of about 650 feet per second. The effectiveness of these darts is not yet conclusively proved. In one case reported, a shower of them fell upon four companies encamped in a small space. One third of the darts found victims inflicting many wounds, in some cases severe, but few fatal injuries.

Another air missile is the fire dart for attacking airships. It is 16 inches long, 3 1/5 inches thick and weighs 2 1/5 pounds. It consists of a tube containing 1/2 pt. of benzine and a stout steel needle. In falling, it is kept in vertical position by the action of a little screw propeller

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at its upper end; when it falls on an airship, the point of the needle, protruding from the lower end of the tube pierces the gas bag, to which the tube is then held fast by 6 fish hooks. The impact ignites an explosive mixture around the needle and the benzine and gas of the airship ureignited in quick succession. Experiments with this dart were carried out at the Eiffel Tower before the war and resulted in the construction of a service type, but no reports of their employment in the present war have been received.

German Losses.

Two Zeppelins were lost before the War. The L-1 was lost on September 9, 1913, 18 miles north of Heligoland in a heavy squall of wind and rain. Of 20 persons on board, 14 lost their lives. The airship was a total loss. The L-2 was lost on October 17th. It caught fire a few minutes after ascending and in a few seconds was enveloped in flame. Three explosives occurred and the airship fell to the ground, a total wreck. Of 25 persons on board, 22 were killed during the accident, 2 died shortly after and the one survivor was seriously injured.

Two Zeppelins have been lost during the war, both on February 17, 1916. The L-3 and L-4 were on a reconnoitering flight on that day when they were overtaken by a bad storm. The L-3 was driven on the Island of Fano, on the northwest coast of Denmark and was a total loss. The entire crew was saved. The L-4, on account of motor damage, was stranded on the west coast of Denmark, near Blaavands-Hulein, and later driven out to sea. Four of the crew were lost and eleven, including the Captain, were saved. It is stated that this is the 15th Zeppelin to be wrecked.

Parseval airship No. 19, was destroyed by the Russians near Libau on January 25, 1915. This Parseval appeared over Libau at 10 o'clock in the morning. After dropping bombs on the city, it flew in a southerly direction. It was shot down, (according to the Russian report by a Russian warship) and fell into the water. The crew, consisting of the captain, 3 officers, and 3 men, resisted capture and fought with their machine guns, but were finally captured. The airship was totally destroyed.

It has been learned unofficially that the number of killed and missing German aviators from the beginning of the war up to February 1, 1915, is 265. This includes also observer officers.