



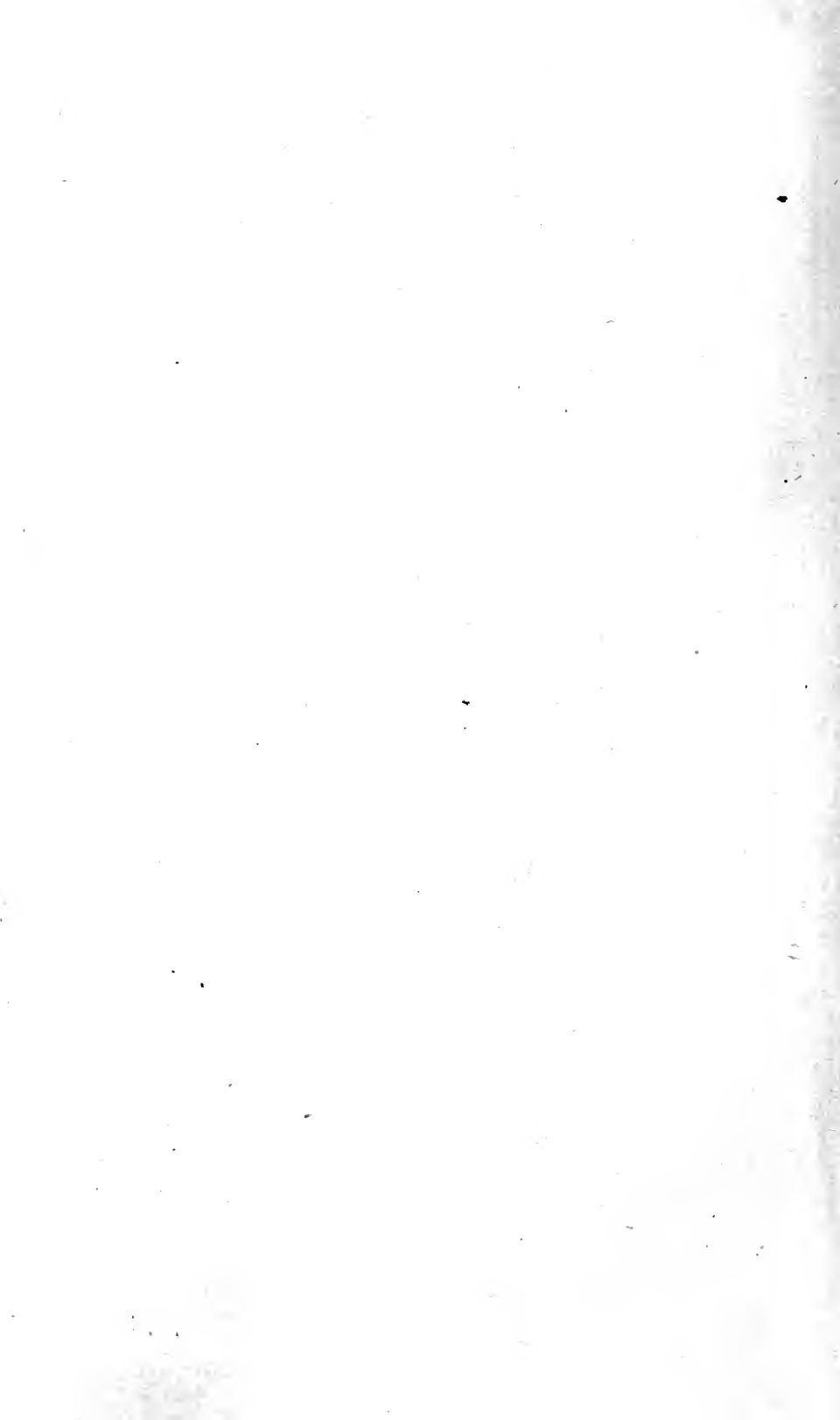




Digitized by the Internet Archive
in 2007 with funding from
Microsoft Corporation

The Times
DOCUMENTARY HISTORY
OF THE WAR

VOL. XI



The  Times

DOCUMENTARY HISTORY
OF THE WAR

VOLUME XI

NAVAL—PART 4



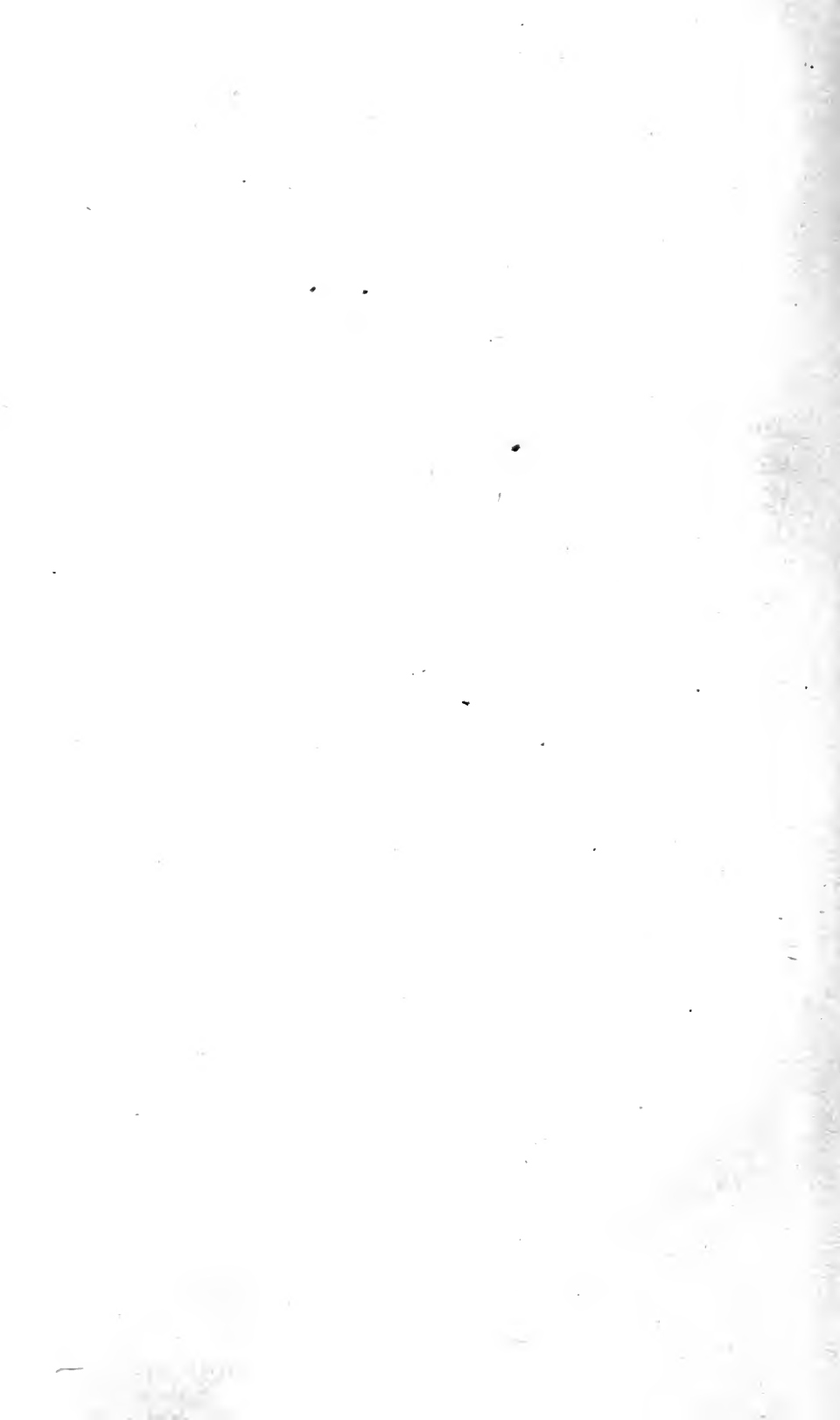
157486
1.12.20

LONDON
PRINTING HOUSE SQUARE
1920

D
505
TS
v.11

PREFATORY NOTE

THE abbreviation *J.R.U.S.I.* refers to certain extracts from the very useful and well-informed articles, entitled 'The War: its Naval Side,' which appeared periodically during the war in the *Journal of the Royal United Service Institution*. The Editor of the Naval Section of the DOCUMENTARY HISTORY has to thank the Council of that Institution for their courtesy in allowing such extracts to be made from these articles as may suit the purpose of that Section. The significance of all other abbreviations used in this volume has already been explained in earlier volumes of the Naval Section.



CONTENTS

	PAGE
MARCH 1915	I
APRIL 1915	308
INDEX	505

MAPS

GALLIPOLI AND THE DARDANELLES	114
AREA OF JAPANESE NAVAL ACTIVITIES	275



MARCH 1915

THE KING VISITS THE GRAND FLEET

The following announcement appears in yesterday's *Court Circular* :— *Times*,
March 1,
1915.

The King, attended by Commander Sir Charles Cust, Bart., R.N., and Vice-Admiral Sir Colin Keppel, arrived at the Palace early this morning, on his return from a visit to a portion of the Grand Fleet.

The King has sent the following message to Admiral Sir John Jellicoe on return from his visit to His Majesty's Fleet :— *Times*,
March 4,
1915.

'I much appreciate the kind message you sent me. It has given me great pleasure and satisfaction to have been able to visit a portion of the Grand Fleet under your Command. I have been on board representative ships of all classes, and am much impressed by the state of their efficiency and the splendid spirit which animates both officers and men. I have not the slightest doubt that my Navy will uphold its great traditions.'

[The message of Admiral Jellicoe to which the foregoing is a reply was not published at the time, and it has been ascertained by inquiry at the Admiralty that no record of it has been preserved in that Department.]

ADMIRAL OF THE FLEET SIR A. K. WILSON

House of Commons, March 1, 1915.

MR. NIELD asked if Admiral of the Fleet Sir Arthur Knyvet Wilson now holds any appointment, or occupies any and, if so, what position at the Admiralty ; and is he empowered to *Hansard*.

exercise authority over the Admirals of the Navy now in command at sea ?

DR. MACNAMARA : Sir Arthur Wilson is, I am glad to say, closely associated with the Board in an advisory capacity.

ROYAL NAVAL RESERVE (BONUS)

House of Commons, March 1, 1915.

Hansard.

MR. SHIRLEY BENN asked what bonus, if any, the Royal Naval Reserve men are entitled to receive on the completion of their term of service ?

DR. MACNAMARA : In ordinary circumstances the gratuity paid to Royal Naval Reserve men on completion of twenty years' service is £50. If, however, the question relates to war service, I may add that while serving during hostilities Royal Naval Reserve men are credited with a war retainer of £1 a month, one-half of which must be banked for their benefit after their discharge. If a man is discharged before completing ten months' war service, he receives a minimum sum of £5 in respect of that portion of the retainer which is banked for him. If he is retained for more than twelve months he receives, in addition to his war retainer, thirty days' pay on discharge. During war service a man, if invalided, becomes entitled to the pension or gratuity applicable to active service men.

OSBORNE COLLEGE (SICKNESS)

ibid.

LORD C. BERESFORD asked whether sickness is still rampant at Osborne College ; what is the number of cadets that are at present on the sick list, and the nature, if any, of the different illnesses ; and what steps the Admiralty are taking for moving the cadets to more healthy surroundings ?

DR. MACNAMARA : The number of cases on the sick list at Osborne on Saturday was 136, namely, influenza, 106 ; measles, 12 ; conjunctivitis, 10 ; pneumonia, 5 ; mumps, 2 ; tonsillitis, 1. Steps have been taken, pending the rearrangement of the College, to transfer the cadets of one extra term to Dartmouth, where extra accommodation is available and more is about to be constructed.

LORD C. BERESFORD : Can the right hon. gentleman see

his way to get this place evacuated? The cadets have been ill ever since they have been in the place. It was hastily done up, and there is a great deal of consternation among the parents.

DR. MACNAMARA: I think the Noble Lord knows that Osborne has been under our consideration for some considerable time past. For the moment we are keeping five terms there instead of six, which will assist in some degree.

MR. ASQUITH AND MR. BONAR LAW ON THE GERMAN SUBMARINE BLOCKADE

MR. ASQUITH: . . . I should, for a few moments, like to call the attention of the Committee to one or two aspects of the war which of late have come prominently into view. I will refer first to the operations which are now in progress in the Dardanelles. It is a good rule of war to concentrate your forces on the main theatre, and not to dissipate them in disconnected and sporadic adventures, however promising they may appear to be. That consideration, I need hardly say, has not been lost sight of in the counsels of the Allies. There has been, and there will be, no denudation or impairment of the forces which are at work in Flanders, and both the French and ourselves will continue to give them the fullest and, we believe, the most effective support. *ibid.*

Nor—what is equally important—has there, for the purpose of these operations, been any weakening of the Grand Fleet. The enterprise which is now going on, and so far has gone on in a manner which reflects, as the House will agree, the highest credit on all concerned, was carefully considered and conceived with very distinct and definite objects—political, strategic, and economical. Some of these objects are so obvious as not to need statement, and others are of such a character that it is perhaps better for the moment not to state them. But I should like to advert for a moment, without any attempt to forecast the future, to two features in this matter. The first is, that it once more indicates and illustrates the close co-operation of the Allies—in this case the French and ourselves—in the new theatre, and under somewhat dissimilar conditions to those which have hitherto prevailed. We

welcome the presence of the splendid contingent from the French Navy that our Allies have supplied, and which is sharing to the full in both the hazards and the glories of the enterprise.

The other point on which, I think, it is worth dwelling for a moment is that this operation shows in a very significant way the copiousness and the variety of our own Naval resources. In order to illustrate that remark, take the names of the ships which have been actually mentioned in the despatches we have published—the *Queen Elizabeth*, the first ship to be commissioned of the newest type of what are called super-‘Dreadnoughts,’ with guns of a power and a range never hitherto known in naval warfare. Side by side with her is the *Agamemnon*, the immediate predecessor of the *Dreadnought*, and in association with them are the *Triumph*, *Cornwallis*, *Irresistible*, *Vengeance*, and *Albion*, representing, I think I am right in saying, three or four different types of the older pre-‘Dreadnought’ battleships, which have been so foolishly and so prematurely regarded in some quarters as obsolete or negligible, all bringing to bear the power of their formidable 12-in. guns on the fortifications with magnificent accuracy and with deadly effect. When, as I have said, these proceedings are being conducted, so far as the Navy is concerned, without subtraction of any sort or kind from the strength or effectiveness of the Grand Fleet, I think a word of congratulation is due to the Admiralty for the way in which it has utilised its resources.

I pass from that to another new factor in these military and naval operations—the so-called German blockade of our coast. I shall have to use some very plain language. I may, perhaps, preface what I have to say by the observation that it does not come upon us as a surprise. This war began on the part of Germany with the cynical repudiation of a solemn treaty on the avowed ground that, when a nation’s interests require it, right and good faith must give way to force. The war has been carried on on their part with a systematic—not an impulsive or a casual—but a systematic violation of all the conventions and practices by which international agreement had sought to mitigate and regularise the clash of arms. She has now—I will not say reached the climax, for we do not know what may yet be to come—but she has taken a further step, without any

DOCUMENTARY HISTORY—NAVAL

precedent in history, by mobilising and organising, not on the surface, but under the surface of the sea, a campaign of piracy and pillage. Are we—can we—and here I address myself for the moment to the neutral countries of the world—are we to sit quiet, or can we sit quiet, as though we were still under the very protection of the restraining rules and the humanising usages of civilised war? We think we cannot. The enemy, borrowing what I may, perhaps, call for this purpose a neutral flag from the vocabulary of diplomacy, describes this newly adopted measure by a grotesque and puerile perversion of language as a blockade. What is a blockade? A blockade consists in sealing up the war ports of a belligerent against sea-borne traffic, by encircling their coast with an impenetrable ring of ships of war. Where are these ships of war? Where is the German Navy?

An HON. MEMBER: In the Kiel Canal.

MR. ASQUITH: What has become of those gigantic battleships and cruisers on which so many millions of money have been spent, and in which such vast hopes and ambitions have been invested? I think, if my memory serves me, they have only twice during the course of these seven months been seen upon the open sea. Their object in both cases was the same—murder, civilian outrage, and the wholesale destruction of property in undefended seaside towns, and on each occasion when they caught sight of the approach of a British force they showed a clean pair of heels, and they hurried back at the top of their speed to the safe seclusion of their mine-fields and their closely guarded forts.

LORD ROBERT CECIL: Not all.

MR. ASQUITH: Some had misadventures on the way. The plain truth is, the German Fleet is not blockading, cannot blockade, and never will blockade our coasts. I propose now to read to the Committee the Statement which has been prepared by His Majesty's Government, and which will be public property to-morrow, which declares, I hope in sufficiently plain and unmistakable terms, the view which we take, not only of our rights, but of our duties. It is not very long, and I think I had better read it textually.

'Germany has declared that the English Channel, the north and west coasts of France, and the waters round the British Isles are a "war area," and has officially notified

that "all enemy ships found in that area will be destroyed, and that neutral vessels may be exposed to danger." This is in effect a claim to torpedo at sight, without regard to the safety of the crew or passengers, any merchant vessel under any flag. As it is not in the power of the German Admiralty to maintain any surface craft in these waters, this attack can only be delivered by submarine agency. The law and custom of nations in regard to attacks on commerce have always presumed that the first duty of the captor of a merchant vessel is to bring it before a Prize Court, where it may be tried, where the regularity of the capture may be challenged, and where neutrals may recover their cargoes. The sinking of prizes is in itself a questionable act, to be resorted to only in extraordinary circumstances and after provision has been made for the safety of all the crew or passengers (if there are passengers on board). The responsibility for discriminating between neutral and enemy vessels, and between neutral and enemy cargo, obviously rests with the attacking ship, whose duty it is to verify the status and character of the vessel and cargo, and to preserve all papers before sinking or even capturing it. So also is the humane duty of providing for the safety of the crews of merchant vessels, whether neutral or enemy, an obligation upon every belligerent. It is upon this basis that all previous discussions of the law for regulating warfare at sea have proceeded.

'A German submarine, however, fulfils none of these obligations. She enjoys no local command of the waters in which she operates. She does not take her captures within the jurisdiction of a Prize Court. She carries no prize crew which she can put on board a prize. She uses no effective means of discriminating between a neutral and an enemy vessel. She does not receive on board for safety the crew of the vessel she sinks. Her methods of warfare are therefore entirely outside the scope of any of the international instruments regulating operations against commerce in time of war. The German declaration substitutes indiscriminate destruction for regulated capture.

'Germany is adopting these methods against peaceful traders and non-combatant crews with the avowed object of preventing commodities of all kinds (including food for

the civil population) from reaching or leaving the British Isles or Northern France. Her opponents are, therefore, driven to frame retaliatory measures in order in their turn to prevent commodities of any kind from reaching or leaving Germany. These measures will, however, be enforced by the British and French Governments without risk to neutral ships or to neutral or non-combatant life, and in strict observance of the dictates of humanity.

‘The British and French Governments will therefore hold themselves free to detain and take into port ships carrying goods of presumed enemy destination, ownership, or origin. It is not intended to confiscate such vessels or cargoes unless they would otherwise be liable to condemnation.

‘The treatment of vessels and cargoes which have sailed before this date will not be affected.’

That, Sir, is our reply. I may say, before I comment upon it, that the suggestion which I see is put forward from a German quarter that we have rejected some proposal or suggestion made to the two Powers by the United States Government, I do not say anything more than it is quite untrue. On the contrary, all we have said to the United States so far is, that we are taking it into careful consideration in consultation with our Allies. Now, the Committee will have observed, from the statement I have just read out of the retaliatory measures we propose to adopt, the words ‘blockade’ and ‘contraband,’ and other technical terms of international law, do not occur, and advisedly so. In dealing with an opponent who has openly repudiated all the principles, both of law and of humanity, we are not going to allow our efforts to be strangled in a network of juridical niceties. We do not intend to put into operation any measures which we do not think to be effective, and I need not say we shall carefully avoid any measures which violate the rules either of humanity or of honesty. Subject to those two conditions, I say to our enemy—I say it on behalf of the Government, and I hope on behalf of the House of Commons—that under existing conditions there is no form of economic pressure to which we do not consider ourselves entitled to resort. If, as a consequence, neutrals suffer inconvenience and loss of trade we regret it, but we beg them to remember that this phase of the war was not initiated by us. We do not propose either to assassinate

their seamen or to destroy their goods, but what we are doing we do solely in self-defence. If, again, as is possible, hardship is caused to the civil and non-combatant population of the enemy by the cutting off of supplies, we are not doing more in this respect than was done in the days when Germany still acknowledged the authority of the law of nations, sanctioned by the first and the greatest of her Chancellors, and practised by the expressed declarations of his successor. We are quite prepared to submit to the arbitrament of neutral opinion in this war in the circumstances in which we have been placed. We have been moderate and restrained, and we have abstained from things which we were provoked and tempted to do, and we have adopted the policy which recommends itself to reason, common sense, and to justice.

This new aspect of the war only serves to illustrate and to emphasise the truth that the gravity and the magnitude of the task we have undertaken does not diminish, but increases, as the months go by. The call for men to join our fighting forces, which is our primary need, has been and is being nobly responded to here at home and throughout the Empire. That call, we say with all plainness and directness, was never more urgent or more imperious than to-day, for this is a war not only of men, but of material. Take only one illustration. The expenditure upon ammunition on both sides has been on a scale and at a rate which is not only without precedent, but is far in excess of any expert forecast. At such a time patriotism has cast a heavy burden on the shoulders of all who are engaged in trades or manufactures which, directly or indirectly, minister to the equipment of our forces. It is a burden, let me add, which falls, or ought to fall, with even weight on both employers and employed. Differences as to remuneration or as to profit, or as to hours and conditions of labour, which in ordinary times might well justify a temporary cessation of work, should no longer be allowed to do so. The first duty of all concerned is to go on producing with might and main what the safety of the State requires, and, if this is done, I can say with perfect confidence the Government on its part will ensure a prompt and equitable settlement of disputed points, and, in cases of proved necessity, will give, on behalf of the State, such help as is in their power.

Sailors and soldiers, employers and workmen in the in-

dustrial world are all at this moment partners and co-operators in one great enterprise. The men in the shipyards and the engineering shops, the workers in the textile factories, the miner who sends the coal to the surface, the dockyard labourer who helps to load and unload the ships, and those who employ and organise and supervise their labour, are one and all rendering to their country a service as vital and as indispensable as the gallant men who line the trenches in Flanders or in France, or who are bombarding fortresses in the Dardanelles. I hear sometimes whispers, hardly more than whispers, of possible terms of peace. Peace is the greatest of all human blessings, but this is not the time to talk of peace. Those who talk of peace, however excellent their intentions, are, in my judgment, victims, I will not say of wanton, but of grievous self-delusion in the stress and tumult of the tempest which is shaking the foundations of the earth. The time to talk of peace is when the great tasks in which we and our Allies embarked on this long and stormy voyage, are within sight of accomplishment. Speaking at the Guildhall at the Lord Mayor's banquet last November, I used this language, which has since been repeated almost in the same terms by the Prime Minister of France, and which, I believe, represents the settled sentiment and purpose of the country. I said :—

'We shall never sheath the sword, which we have not lightly drawn, until Belgium recovers in full measure all, and more than all, she has sacrificed; until France is adequately secured against the menace of aggression; until the rights of the smaller nationalities of Europe are placed upon an unassailable foundation, and until the military domination of Prussia is wholly and finally destroyed.'

What I said early in November, now, after four months, I repeat to-day. We have not relaxed, nor shall we relax, in the pursuit of every one and all of the aims which I have described. These are great purposes, and to achieve them we must draw upon all our resources, both material and spiritual. On the one side, the material side, the demand presented in these votes is for men, for money, for the fullest equipment for the purposes of war. On the other side, which I have called the spiritual side, the appeal is to those ancient, inbred qualities of our race which have never failed us in times of stress, qualities of self-mastery, self-sacrifice, patience, tena-

city, willingness to bear one another's burdens, a unity which springs from the dominating sense of a common duty, un-failing faith, inflexible resolve.

MR. BONAR LAW : . . . There is only one other subject on which I wish to address the House, and that is what the right hon. gentleman has said as to the intentions of our Government and of our Allies in regard to what the Germans have called the 'English blockade,' but what he has called by its true name, 'a campaign of piracy and murder.' It is not the time for, and we have long passed the stage of, fighting Germany with our tongue. There is no object in pointing out their atrocities. We have had enough of that, and the world realises it. What we have got to do now is to show them that their atrocities are in vain, and that we will use every weapon in our hands to bring to an end this horrible war. In times of peace we have heard plenty, and here in the House of Commons there has been a great deal said and written, about securing peace, and, even what seemed more practicable, about making rules to mitigate the horrors of war. What happened? War comes, and one of the belligerents ignores utterly from the first every one of the rules, even those which they had accepted, which are to mitigate these horrors of war. As the Prime Minister said, they began by the violation of Belgium. They continued by inflicting on the civil population of Belgium horrors which not only are a disgrace to humanity, but which were clearly forbidden by the recognised rules of war. They seized private property; they fired on hospital ships; and they strewed mines in the open sea, all contrary to every recognised rule of war.

If these international rules are to be of any use how are they to be—I will not say enforced—but to have any sanction? From what quarter can it come? It must come, if it comes at all, from neutral States. What have we found? Against any one of these violations of international law not a single protest was lodged by any neutral Power. I do not say that in condemnation of neutral Powers. That is not my business. What is the lesson we must draw from it? It is surely that if these rules are disregarded by one of the belligerents and no attempt even is made to enforce them, it is folly, and criminal folly, for another belligerent to allow its hands to

be tied. I do not mean by that that we are to imitate them in methods of inhumanity and brutality, but I do say that we are entitled and we are bound to bring to bear our full power without regard to those juridical niceties of which the Prime Minister has spoken.

The use of sea power has always been attended with this danger, which does not apply to military operations on land ; that it is contrary to the interests and therefore irritates neutral countries. Our fathers, in a struggle not more deadly than this, faced that danger, and on account of it they never for a moment gave up a single one of the rights which sea power gives. Throughout this war pressure by sea has been greater than ever before. I may say, also, that never before has that power been exercised with such a keen regard, not only for the rights, but for the interests and the susceptibilities of neutrals. From the beginning that has been so ; but now we are at the parting of the ways. We are face to face with a position where one Power, after starting a campaign of piracy, actually proposes to use that method as a lever by which to compel us to abandon recognised rights which sea power gives us. The thing is impossible. It could not be considered by any Government, and as I understand what the Prime Minister has said—it is exactly what I hoped he would say, and what I intended to suggest that this country ought to say—it is that nothing of any kind will be allowed to go in or come out of Germany, the entrance or exit of which it is in our power to prevent. That, as I understand it, is the declaration. We owe it to ourselves ; we owe it to the men who on land and sea are risking and giving up their lives for us ; we owe it to our Allies, to France, for instance, for which nation it is not enough to be sure that we are going to win ultimately, but which is exposing every day the flower of its people to death and for whom the issue is a quick end to this war ; we owe it to our people ; we owe it to our Allies, and in taking that course the Government will have, not the support of the House of Commons only, but it will have the support to the end, of the whole of the people of this country when they determine that no power which is in their hands will be left unused to bring at the earliest moment this terrible conflict to an end.

MERCHANT SEAMEN AND WAR RISKS

imes,
March 1,
1915.

The Board of Trade are establishing a simple and inexpensive insurance system for covering the personal effects of masters, officers, and seamen of merchant ships against war risks, which will come in force at all the principal ports next Wednesday [March 3].

On and after that date any master, officer, or seaman of a British merchant ship who wishes to insure his personal effects against war risks can obtain at the Mercantile Marine Office at any of the principal ports a Certificate of Insurance valid for six months.

A leaflet giving full particulars can be obtained at the Mercantile Marine Office at any of the principal ports.

THE DARDANELLES AND SMYRNA

imes,
March 2,
1915.

The Secretary of the Admiralty makes the following announcement:—

The operations in the Dardanelles are again delayed by unfavourable weather.

A strong north-easterly gale is blowing, with rain and mist, which would render long-range fire and aeroplane observation difficult.

imes,
March 4,
1915.

The Secretary of the Admiralty makes the following announcement:—

The operations in the Dardanelles were resumed at eleven o'clock last Monday morning (March 1), when His Majesty's ships *Triumph*, *Ocean*, and *Albion* entered the Straits and attacked Fort No. 8 and the batteries at White Cliff. The fire was returned by the forts and also by field guns and howitzers.

An air reconnaissance made by naval seaplanes in the evening reported that several new gun positions had been prepared by the enemy, but that no guns had been erected in them.

The seaplanes also located a line of surface mines. During Monday night a force of mine-sweepers, covered by destroyers,

DOCUMENTARY HISTORY—NAVAL

swept within a mile and a half of Cape Kephez, and their work, which was carried out under fire, is reported to have been excellent.

The casualties sustained during the day were slight, and amounted to only six wounded.

Four of the French battleships operated off Bulair, and bombarded the batteries and the communications.

The operations at the entrance to the Straits already reported have resulted in the destruction of nineteen guns ranging from 6 inches to 11 inches; eleven guns below 6 inches; four Nordenfeldt guns; and two searchlights. The magazines of Forts Nos. 6 and 3 were also demolished.

A further report received states that yesterday (Tuesday) the *Canopus*, *Swiftsure*, and *Cornwallis* engaged Fort No. 8. A heavy fire was opened on them by Fort No. 9, together with field batteries and howitzers. Fort No. 9 was damaged and ceased firing at 4.50 P.M. The battleships withdrew at 5.30 P.M., and although all three ships were hit, the only casualty was one man slightly wounded. Seaplane reconnaissance was impossible on account of the weather. Mine-sweeping operations continued throughout the night. The attack progresses.

The Russian cruiser *Askold* has joined the Allied Fleet off the Dardanelles.

The Secretary of the Admiralty regrets to announce that the following casualties occurred in His Majesty's ship *Albion* during the attack on the Dardanelles Forts on the 1st instant:

OFFICER

Wounded.—Mr. Alfred W. Barber, Boatswain, R.N.

MEN

Wounded.—Bennetts, James Ninnif, Seaman R.N.R., O.N. 3104 C.; Kirby, John, Petty Officer, O.N. Dev/146898 (R.F.R. A.3934); Lock, William John, Leading Seaman (C.G.), O.N. Po/152282; Skedgell, Albert George, Petty Officer, O.N. Dev/188766.

(Official.)

Paris, March 3.

The bombardment of the Dardanelles was continued yesterday. A French division under Rear-Admiral Guépratte

operated in the Gulf of Saros, with the forts and the Bulair lines as its objective. The *Suffren* effectively bombarded the Sultan Fort. The *Gaulois* set fire to the barracks of Fort Napoleon. The garrisons evacuated the works. The *Bouvet* seriously damaged the bridge over the river Kavak.—*Reuter*.

Constantinople.

K.V.,
March 3,
1915. Headquarters reports: To-day the enemy fleet continued firing on the battery Sedd-el-Bahr at fairly long intervals. Enemy attempts to land reconnoitring parties at separate points were frustrated. Finally five enemy armoured ships, which had been firing at some of our other batteries without effect, were hit by seven shells fired from them and compelled to retire.

Constantinople, March 3.

ibid. The enemy fleet yesterday bombarded for three hours the Dardanelles unsuccessfully, and was forced to retreat by the active fire of our batteries. At the same time an enemy fleet consisting of four French cruisers and a number of torpedo-boats unsuccessfully bombarded our position in the Gulf of Saros; our aviators successfully bombarded the enemy's vessels.

Constantinople.

K.V.,
March 4,
1915. Headquarters reports: Yesterday a part of the enemy fleet bombarded a few of our batteries for half an hour at the entrance of the Dardanelles, without results.

In regard to yesterday's bombardment of the Dardanelles, it is further announced that the enemy fleet fired over 600 shells without achieving any result. The shells from the Turkish battery carried away the after-mast of one of the ships flying the Vice-Admiral's flag, and repeatedly hit enemy ships. The night before last enemy torpedo-boats attempted to penetrate into the Straits, but were compelled by the batteries to retire. According to a private wire from the 'Milli' Agency one torpedo-boat was sunk.

Times,
March 5,
1915. The Secretary of the Admiralty makes the following announcement:—

The attack upon the fortresses of the Dardanelles was

DOCUMENTARY HISTORY—NAVAL

continued yesterday. The Admiral has not yet reported the results obtained within the Straits.

Outside His Majesty's ship *Dublin* demolished an observation station on the Gallipoli Peninsula, and His Majesty's ship *Sapphire* bombarded guns and troops at various points in the Gulf of Adramyti.

Six modern field guns near Fort B have been destroyed, bringing the total number of guns demolished up to forty.

French battleships have bombarded the Bulair Forts and wrecked the Kavak bridge.

The Secretary of the Admiralty makes the following announcement :—

Times,
March 8,
1915.

Further reports have now been received from Vice-Admiral Carden on the operations of March 3 and subsequent days.

No action was possible on the 3rd till 2 P.M., when, although the weather was still unfavourable, *Irresistible*, *Albion*, *Prince George*, and *Triumph* resumed the attack on Fort Dardanos (E) and the concealed guns in its neighbourhood. These were less active than before, and were dealt with by the ships with more certainty. A useful seaplane reconnaissance located several encampments and two permanent batteries.

On March 4 the weather became fine, and the sweeping and bombarding operations within the Straits continued steadily. Meanwhile demolition parties, covered by detachments of the Marine Brigade of the Royal Naval Division, were landed at Kum Kale and Sedd-el-Bahr to continue the clearance of the ground at the entrance to the Straits. The party at Sedd-el-Bahr discovered and destroyed four Nordenfeldts. Some skirmishing ensued on both banks, and the enemy were found to be holding the villages in force.

On this day, also, farther down the coast, *Sapphire* silenced a battery of field guns north of Dikili in the Gulf of Adramyti, and the defences of Besika were shelled by *Prince George*.

The following casualties were sustained on the 4th : nineteen killed, three missing, twenty-five wounded.

On March 5 the attack was begun by indirect fire from *Queen Elizabeth* upon the defences at the Narrows. This attack was supported in dealing with howitzers by *Inflexible*

DOCUMENTARY HISTORY—NAVAL

and *Prince George*. Fire was confined to forts Rumilieh Medjidieh Tabia, Hamidieh II. Tabia, and Namazieh (marked on the Admiralty Map¹ J, L, and T), which are armed as follows :—

J. 2 11 in.	L. 2 14 in.	T. 1 11 in.
4 9.4 in.		1 10.2 in.
5 3.4 in.		11 9.4 in.
		3 8.2 in.
		3 5.9 in.

Queen Elizabeth fired twenty-nine rounds with satisfactory results. The magazine in Fort L, which is an important fort armed with the best and heaviest guns, blew up. The other two forts were damaged. The fire of the *Inflexible* and *Prince George* was observed from inside the Dardanelles by *Irresistible*, *Canopus*, *Cornwallis*, and *Albion*. Although these vessels were much fired at by concealed guns, they were not hit.

Sapphire again fired on troops in the neighbourhood of the Gulf of Adramyti, and destroyed a military station at Tuzburna.

On March 5 also the Commander-in-Chief East Indies, Vice-Admiral Sir Richard Peirse, arrived with a squadron of battleships and cruisers off Smyrna. A methodical bombardment of Fort Yenikale was carried out during the afternoon for two hours in favourable conditions of weather. Thirty-two hits were secured, inflicting considerable damage on the fort, and there were two heavy explosions, apparently of magazines. *Euryalus*, which flew the flag of the Vice-Admiral, shot with remarkable accuracy from her after 9.2-in. guns. Fire was not returned.

The bombardment at closer range has now begun, the weather conditions being good. The reduction of the Smyrna defences is a necessary incident in the main operation.

The Secretary to the Admiralty is authorised to make the following announcement :—

The operations against the Dardanelles are progressing, favoured by fine weather.

Vice-Admiral Carden reports that on the 6th of March *Queen Elizabeth*, supported by *Agamemnon* and *Ocean*, began

¹ [See p. 114.]

DOCUMENTARY HISTORY—NAVAL

to attack forts Hamidieh I. Tabia and Hamidieh III. (marked on the Admiralty Map U and V), by indirect fire across the Gallipoli Peninsula, firing at 21,000 yards. These forts are armed as follows :—

U 2 14-in. guns.
7 9.4-in. guns.

V 2 14-in. guns.
1 9.4-in. gun.
1 8.2-in. gun.
4 5.9-in. guns.

Queen Elizabeth was replied to by howitzers and field guns, and three shells from field guns struck her without causing any damage. Meanwhile inside the Straits *Vengeance*, *Albion*, *Majestic*, *Prince George*, and the French battleship *Suffren* fired on Suandere and Mount Dardanos batteries (marked F and E on the Admiralty map), and were fired on by a number of concealed guns. Fort Rumilieh Medjidieh Tabia (marked J on Admiralty map), which had been attacked on the previous day, opened fire and was engaged and hit by 12-in. shells. The majority of the ships inside were struck by shells, but there was no serious damage and no casualties.

On the 7th of March, the weather continuing calm and fine, four French battleships (*Gaulois*, *Charlemagne*, *Bouvet*, and *Suffren*) entered the Straits to cover the direct bombardment of the defences of the Narrows by *Agamemnon* and *Lord Nelson*. The French ships engaged Mount Dardanos battery and various concealed guns, silencing the former. *Agamemnon* and *Lord Nelson* then advanced, and engaged the forts at the Narrows at 14,000 to 12,000 yards by direct fire. Forts Rumilieh Medjidieh Tabia (J) and Hamidieh I. Tabia (U) replied. Both were silenced after heavy bombardment. Explosions occurred in both forts. Fort L has not fired since the explosion on the 5th. *Gaulois*, *Agamemnon*, and *Lord Nelson* were struck three times each; damage not serious. *Lord Nelson* had three men slightly wounded.

While these operations were in progress the *Dublin* continued to watch the Bulair Isthmus. She was fired at by 4-in. guns and struck three or four times.

Owing to the importance of locating the concealed guns the seaplanes have had to fly very low on occasions. On the 4th instant a seaplane (pilot Flight-Lieutenant Garnett, observer Lieutenant-Commander Williamson) became un-

stable and nose-dived into the sea, both officers being injured. Flight-Lieutenant Douglas, reconnoitring at close quarters in another seaplane, was wounded, but managed to return safely. On the 5th, seaplane No. 172 (pilot Flight-Lieutenant Bromet, with Lieutenant Brown) was hit no fewer than twenty-eight times, and seaplane No. 7 (pilot Flight-Lieutenant Kershaw, with Petty Officer Merchant) eight times in locating concealed positions. The *Ark Royal* is equipped with every appliance necessary for the repair and maintenance of the numerous aircraft she carries.

Times,
March 9,
1915.

The Secretary of the Admiralty also makes the following announcement:—

The Commander-in-Chief, East Indies, Sir Richard Peirse, has made a further report on his operations before Smyrna, from which it appears that, having bombarded Fort Yenikale on the 5th and severely damaged it, he proceeded on the morning of the 6th to sweep his way in through the mine-fields until he drew the fire of several subsidiary batteries, one containing four 6-in. guns near Paleo Tabia Point, another five approximate 4.7-in. guns 150 feet up the hillside, and three field guns in earthworks at Chiflik Guardhouse. There were also several smaller guns concealed along the shore to the eastward. These were engaged by the ships at from 7000 to 8000 yards.

The batteries replied vigorously, but after one hour's fire on each were silenced. In the afternoon the ships steamed into closer range and engaged Paleo Tabia battery and other batteries on the hill. Fire was continued until all were silenced. *Euryalus* and one of the battleships were each hit by 6-in. projectiles, and the mine-sweepers were hit by fragments of shell that burst near.

Our casualties were slight. The operations are continuing.

Times,
March 5,
1915.

Paris, March 5.

An official *communiqué* issued by the Ministry of Marine states that the battleships continued methodically yesterday their operations in the Dardanelles.

Despite a violent north-westerly wind, numerous trawlers kept up the work of dragging from the entrance of the Straits to Soun Shalbac and Bannessu points. The observation stations at Gaba Tepe (outside the Straits, on the northern coast) were destroyed by the fire from a cruiser, and the Turkish batteries were shelled.

The French cruiser *D'Entrecasteaux* demolished the semaphore lighthouse at Arsoun. The battleship *Jauréguiberry* destroyed the Turkish oil depot at Said (near Gaba Tepe).

On March 5, three ironclads, stationed in the Gulf of Saros, bombarded by indirect fire across the peninsula of Gallipoli the Turkish forts on the point of Kilid-Bahr which, on the European side of the Straits, command the Narrows between that point and the point of Chanak. The fire was controlled by four ironclads stationed at the entrance of the Dardanelles. The effects of this bombardment were very satisfactory. The magazine of one of the forts blew up. No vessel was struck. On the 6th, the ironclad *Queen Elizabeth*, stationed in the Gulf of Saros, bombarded by indirect fire the two great works on the Asiatic side which defend the passage in the neighbourhood of Chanak, Fort Hamidieh I. Tabia, and Fort Hamidieh III. Sultanieh. At the same time ironclads entering the Straits carried on the direct bombardment of the works of Dardanos on the Asiatic side and of Suandere on the European side. On the 7th the French ironclads *Suffren*, *Gaulois*, *Charlemagne*, and *Bouvet*, and the British ironclads *Agamemnon* and *Lord Nelson* entered the Straits. While the British ironclads bombarded at long range the forts of the Narrows between Chanak and Kilid-Bahr, the French ironclads covered them by firing at the batteries of Dardanos and Suandere and at concealed guns, which were silenced. The Fort Rumelieh Medjidieh Tabia on the European side, and the Fort Hamidieh I. Tabia on the Asiatic side replied to the British ironclads, but were also silenced. On the 8th the *Queen Elizabeth*, supported by four ironclads, entered the Dardanelles and bombarded the Fort Rumelieh Medjidieh Tabia, to the south of the point Kilid-Bahr, with her 15-in. guns. The operations were hampered by bad weather.

C.O.,
March 13,
1915.

DOCUMENTARY HISTORY—NAVAL

Paris, March 6.

Times,
March 8,
1915.

A *communiqué* issued by the Ministry of War says :—

In view of the situation at the Dardanelles, and in order to be prepared for any eventuality, the Government has decided to concentrate an expeditionary force in Northern Africa. The troops will be ready to embark the moment the signal is given, and will be despatched to any point where their presence may be required by circumstances.

Constantinople.

K.V.,
March 6,
1915.

Headquarters reports: Yesterday two enemy armoured ships and a cruiser bombarded the forts on the coast of Smyrna during three hours, without any success whatever. To-day at eight o'clock one French and three English warships, followed by five large mine-sweepers, again shelled the forts of Smyrna for an hour and a half. Seven shots from our batteries hit the enemy armoured ship which had first opened fire. A mine-sweeper was sunk. During to-day's and yesterday's bombardment we had four killed and seven wounded in all. Yesterday and to-day the enemy fleet did not attempt any serious action against the Straits of the Dardanelles. It is confirmed that the enemy aeroplane which fell into the sea had been damaged by the fire of our batteries.

Amsterdam, March 9.

K.V.,
March 8,
1915.

A telegram from Berlin says that an official *communiqué* issued by the Turkish Main Headquarters yesterday says :—

On Sunday three hostile armoured ships intermittently bombarded without result for three hours at long range the forts at Smyrna and afterwards retired. This morning the ships continued for an hour an unsuccessful fire. Both bombardments did no damage and caused no losses.

In the afternoon four British warships intermittently bombarded our batteries on the Dardanelles outside the range of our batteries. The warships, without attaining success, retired to Tenedos. The hostile cruiser in the Gulf of Saros which bombarded the regions of Karab and Bulair was hit in the bridge by two shells.

Constantinople.

Headquarters reports: No change of importance has taken place in the general situation. This afternoon six enemy armoured ships bombarded our batteries in the Straits of the Dardanelles. Our batteries replied with success.

K.V.,
March 7,
1915.

Constantinople.

The special correspondent of Wolff's Telegraph Bureau telegraphs from the Dardanelles: Yesterday's development of the artillery action in the outer Dardanelles shows clearly that on the English side it is realised more and more that it will be difficult to obtain results without enormous sacrifices. I watched yesterday's bombardment at Dardanos from the immediate proximity. Two cruisers, which kept constantly changing their positions, dropped shells in the neighbourhood of the village and into the sea, but not into the Turkish battery, which replied and scored three hits without itself suffering the loss of a single man. In consequence of this, the English fired to-day from a greater distance, from which can be gathered that they are more anxious to spare themselves than to strive for success. The Turkish officers and men are filled with a confident spirit.

ibid.

Constantinople.

The following additional details concerning to-day's bombardment are reported by Headquarters. The enemy fleet was reinforced by the English ships *Majestic* and *Irresistible*, but a French armoured cruiser was put out of action and an English armoured cruiser damaged by the fire of our batteries. In consequence of our bombardment the enemy ships retired at 3.15 and ceased firing. Our batteries did not suffer any damage whatever.

ibid.

Amsterdam, March 6.

According to a Constantinople telegram the latest official *communiqué* on the operations in the Dardanelles is as follows:—

Times,
March 8,
1915.

Yesterday evening an enemy fleet, under a strong fire, attempted to land troops at some points on the coast near

DOCUMENTARY HISTORY—NAVAL

Kum Kale, out of range of our artillery. At first we let the enemy proceed, but later replied to their fire. Sixty enemy soldiers who disembarked near Sedd-el-Bahr, fled to their boats and retreated, leaving behind twenty dead and wounded. Four hundred enemy soldiers who came ashore near Kum Kale were driven away, losing some eighty dead and wounded. We lost six men killed and twenty-five wounded in the two fights. Two airmen who flew across the Gulf of Saros fell into the sea, and their seaplane disappeared in the water. In the other theatres of war there is nothing important to report.

Main Headquarters, Berlin, March 8.

Times,
March 9,
1915.
The special correspondent of the *Lokalanzeiger* at the Dardanelles, telegraphing on the bombardment at ten o'clock in the morning, states that five large warships appeared in the Straits at high speed, and that they commenced the bombardment without following any special plan.

The English fire about sixty shells at one battery every hour, and scarcely a shot finds its mark. The heaviest Turkish guns on both sides of the Straits have not once replied to this waste of powder by the English. The English have less luck in their attempts to land troops, and wherever they appear they are driven back to the water with important losses. The feeling of the people here is splendid. Up to now at least 5000 shells of the heaviest calibre have been fired by the enemy. The results obtained are only the destruction of two ancient works at the entrance to the Straits, which were defended by old guns. The forts proper of the Dardanelles are quite intact.

Constantinople.

K.V.,
March 9,
1915.
The special correspondent of Wolff's Telegraph Bureau telegraphs from the Dardanelles: Saturday (March 6) brought a fresh development of the conflict; fire was opened in the usual manner from a great distance against the batteries of Dardanos as well as against Fort Medjidieh, which replied and scored some hits notwithstanding the distance. Soon after the beginning of the action an English Dreadnought

joined in the action by firing indirectly from the Bay of Saros over the hills of the point on the European side. The correspondent notices from his point of observation, situated within the fighting area of Fort Hamidieh, that the shells dropped partly on the European shore, partly into the water, where they burst. In the afternoon some stray shots passed over Fort Hamidieh and dropped in a field, where they sent up huge columns of earth. The Turkish batteries replied to the fire with a few well-aimed shots, and forced the English ship to retire. In the evening a shell splinter pierced the roof of an empty house without causing injury to anybody. In the village of Tchanak Kale the population is perfectly calm.

Constantinople, March 9.

Headquarters reports:—To-day three enemy ironclads bombarded intermittently and without result our infantry positions near Fort Sedd-el-Bahr. Enemy mine-sweepers, which tried to approach our mine-fields under cover of a fog, were driven off by our batteries.

K.D.,
March 9,
1915.

REGULATIONS FOR TRAVELLERS TO HOLLAND

Persons desiring to travel to Flushing or Rotterdam, *via* Folkestone or Tilbury, on and after Monday, March 8, are reminded that they must first obtain a permit from the Home Office. Applications for permits may be made in person on and after Thursday, March 4, at the Permit Office, Downing Street, S.W. Applications must be made at least three days before the date of sailing. Permits will be issued with as little delay as possible, but the Office cannot guarantee their issue in any definite time in cases where inquiry is necessary.

Times,
March 2,
1915.

All applicants will be required to produce their passports, with their photographs attached and their certificates of registration, if any, and must furnish the names and addresses of two British subjects to whom reference can be made.

They must also produce satisfactory evidence as to the object of their journey. Employés of firms, or persons acting on behalf of firms or other persons, must, in addition, produce certificates from their employers as to the nature of the business on which they are proceeding abroad. In the case of persons living at a distance from London a preliminary application may be made in writing.

NAVAL PRIZE BOUNTY

At the Court at *Buckingham Palace*, the 2nd day of March 1915.

Present,

The KING'S Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 19th day of February 1915, in the words following, viz. :—

' 1. Whereas by the Naval Prize Act, 1864, it is enacted that if Your Majesty is pleased in relation to any war to declare, by Proclamation or Order in Council, Your intention to grant Prize Bounty to the Officers and crews of Your Majesty's Ships of War, then such of the Officers and crews of Your Majesty's Ships of War as are actually present at the taking or destroying of any armed Ship of any of Your Majesty's enemies shall be entitled to have distributed among them as Prize Bounty a sum calculated at the rate of £5 for each person on board the enemy's Ship at the beginning of the engagement :

' 2. And whereas a state of war exists between Your Majesty and the German Empire, the Dual Monarchy of Austria-Hungary, and the Ottoman Empire :

' 3. We beg humbly to submit that Your Majesty may now be graciously pleased, by Your Order in Council, to declare Your intention to grant Prize Bounty to the Officers and crews of Your Majesty's Ships of War.

' 4. We further beg humbly to submit that Prize Bounty as ascertained under the provisions of the Naval Prize Act, 1864, should be paid by the Lords Commissioners of Your Majesty's Treasury into the account of

L.G.,
March 2,
1915.

DOCUMENTARY HISTORY—NAVAL

Your Majesty's Paymaster-General at the Bank of England for distribution under our direction among the Officers and crews of Your Majesty's Ships of War entitled thereto in the shares in that behalf to be specified hereafter by Your Order in Council.

'The Lords Commissioners of Your Majesty's Treasury have signified their concurrence in this proposal.'

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to make a Declaration in the terms mentioned, and to approve of what is thereafter proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

EMERGENCY ENGINEERING DUTIES

At the Court at *Buckingham Palace*, the 2nd day of March, *ibid.*
1915.

Present,

The KING'S Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 21st day of February 1915, in the words following, viz. :—

'Whereas by Section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, or other allowances in the nature thereof, payable in respect of services in Your Majesty's Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein, shall be paid in such manner, and subject to such restrictions, conditions, and provisions, as are from time to time directed by Order in Council :

'And whereas by Order in Council, bearing date the 8th day of August 1911, Your Majesty was pleased to sanction the payment of allowances to Officers actually borne for the performance of Engineering Duties, subject to their having passed certain courses in Engineering :

'And whereas these courses have been suspended during the present state of hostilities, and it is therefore neces-

sary to make provision for the performance of Engineering Duties by Officers who may not have passed the specified courses, but who should nevertheless be eligible to receive the authorised allowances :

‘We beg leave humbly to recommend that Your Majesty may be graciously pleased, by Your Order in Council, to sanction the payment during the period of hostilities of the allowances authorised for the performance of Engineering Duties to such Officers, subject to such conditions as regards practical training as we may deem necessary.

‘The Lords Commissioners of Your Majesty’s Treasury have signified their concurrence in this proposal.’

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

DENTAL SURGEONS IN R.N.V.R.

At the Court at *Buckingham Palace*, the 2nd day of March 1915.

Present,

The KING’S Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 25th day of February 1915, in the words following, viz. :—

‘Whereas by section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, or other allowances in the nature thereof, payable in respect of services in Your Majesty’s Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein, shall be paid in such manner, and subject to such restrictions, conditions, and provisions, as are from time to time directed by Order in Council :

‘And whereas by the Naval Forces Act, 1903, it is

DOCUMENTARY HISTORY—NAVAL

enacted that the Admiralty shall have power to raise and maintain a force to be called the Royal Naval Volunteer Reserve, and that any Volunteer enrolled under this Act, when serving for training afloat or called out for actual service, shall be deemed to be serving in Your Majesty's Naval or Marine Force within the meaning of the Naval and Marine Pay and Pensions Act, 1865 :

'And whereas we deem it expedient, under the authority conferred on us by the said Naval Forces Act, 1903, to establish temporarily a rank of Royal Naval Volunteer Reserve Officer to be entitled Dental Surgeon :

'We beg leave humbly to recommend that Your Majesty may be graciously pleased, by Your Order in Council, to sanction the establishment temporarily of this rank accordingly, under the regulations set forth in the accompanying Schedule.

'The Lords Commissioners of Your Majesty's Treasury have signified their concurrence in these proposals.

SCHEDULE

'REGULATIONS FOR THE ENTRY OF DENTAL SURGEONS FOR TEMPORARY SERVICE IN THE ROYAL NAVAL VOLUNTEER RESERVE.

- '1. *Relative Rank* To be that of Surgeon R.N.V.R.
- '2. *Pay* To be at the rate of £1 a day.
- '3. *Widows' Pensions, etc.* Compensation for injury and Pensions and Allowances to widows, children, etc., to be on the same scale, and payable under the same conditions, as those applicable to Surgeons R.N.V.R.'

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

ANTIVARI BOMBARDED

Times,
March 2,
1915.

Sir J. Roper Parkington, Consul-General for Montenegro, has received the following official telegram from Cetinje :—

‘ Yesterday at three o’clock in the morning, five Austrian warships entered the port of Antivari and bombarded both town and port. Some valuable stores were burnt, and the Royal yacht, which was at anchor, was sunk. One civilian was killed and several wounded.’

THE ORDER OF THE BATH

House of Lords, March 2, 1915.

Hansard.

LORD LATYMER rose to ask His Majesty’s Government whether they would be willing to approach His Majesty the King with a view to the amendment of the Statutes governing the appointment to the First Class of the Order of the Bath so as to admit thereto officers of the Royal Marines.

¹ [*See*
Naval 2,
p. 293.]

The noble Lord said : My Lords, on a recent occasion (November 24, 1914) ¹ I drew attention to the disabilities and disadvantages under which the Royal Marines labour in comparison with His Majesty’s other Forces, and I then mentioned that one of those disadvantages was that Marine officers are debarred from obtaining the highest class of the Order of the Bath—namely, the G.C.B. On that occasion I alluded to only a few of the disabilities under which the Marines labour. I shall have, I hope, later on, when the present stress and strain is over, some other opportunity of bringing to the notice of the House these manifest disabilities and disadvantages. When I brought forward my request for the appointment of a Committee to inquire into these matters, I was asked to postpone the Motion, and in accordance with that docility with which we are affected on this side of the House I gave way. But, as I say, I hope on another occasion to bring the matter forward again, and to press successfully the Motion for the appointment of a Committee of Inquiry.

But to-day I propose to deal with one particular point only—namely, the exclusion of Royal Marine officers from any chance of ever obtaining the highest class of the Order of the Bath. It seems, on the face of it, an incredible thing

that this should be so. I do not know what possible reasons can be adduced for the exclusion. The Royal Marines, as we know, is one of the finest bodies of men that we possess. They are, I believe, the only Infantrymen in the world who are also Artillerymen. They won Gibraltar for us, and they may, for all I know, at this moment be winning Constantinople. Yet Marine officers are excluded from admission to the First Class of the Order of the Bath. Why? I shall be curious to hear the answer. I think every noble Lord who heard the reply of the Government which was given to me on the former occasion was satisfied that it was very inadequate. In fact, the noble Lord who replied took no notice at all of what I had said about the highest class of the Order of the Bath. He did not answer that point in any way. He afterwards had the courtesy, however, to send me a statement upon the matter, the first paragraph of which reads as follows:—'From the terms of the accompanying Statute it would appear that officers of the Royal Marines are excluded from appointment to the First Class, or Knights Grand Cross, of the Most Honourable Order of the Bath.' If there ever was a time when our troops of all kinds ought to be encouraged in every possible way, it is the present. And although this may not seem a very great matter, we must remember that all officers whether in the Navy, the Army, or the Marines are most sensitive on such points. What affects Marine officers is not that they cannot obtain this honour, but the slur which is cast upon them by being excluded from it. I therefore urge that the Government should give their attention to this small matter, the putting right of which would, I venture to say from my knowledge of many officers in the Marines, encourage them immensely.

I do not know what the reasons, if any, are why this extraordinary omission from the Statute came to be made. It certainly cannot be alleged that it is due to inadvertence, because at the time of the late Queen's Jubilee a special Statute was passed enabling one particular Marine officer to be made a G.C.B. I venture to say that that exception proves that the rule ought not to exist. For if there was an officer of the Royal Marines who was worthy to have the G.C.B. in 1887, there certainly must be cases of other officers similarly entitled to the honour. As I have said, the

exclusion of Marine officers was not the result of inadvertence. There must be some extraordinary reason for it—a reason very much wrapped up, low down, and difficult to get at. As a small encouragement to this worthy body of men, who have gone all over the world and always done their duty wherever they may have been, I ask His Majesty's Government to approach His Majesty with a view to the Statutes in question being amended so as to admit officers of the Royal Marines to be appointed to the First Class of the Order of the Bath.

EARL BEAUCHAMP: My Lords, my noble friend who generally attends to Admiralty affairs in your Lordships' House is unfortunately laid up by the prevailing illness and unable to attend, but on his behalf I have pleasure in replying to the noble Lord's question. It appears that under the Statutes which govern the Order of the Bath, General officers of the Royal Marines are not eligible for the Grand Cross; and as was said by the noble Lord just now, when an appointment was made in 1887 a special Statute was passed for the purpose. That special Statute, however, applied to the particular individual and was not made of general application. The explanation is that until now General officers of the Royal Marines have had, generally speaking, no military command open to them; it is only recently that they have been considered with Generals of the Army in the selection to certain commands, and there is one Royal Marine officer now in command in Sierra Leone. The fact that on the last occasion the noble Lord met with no satisfaction on this point is, I am afraid, due to my noble friend who replied not knowing that this question was going to be raised. He therefore had no information at his disposal without making inquiries into the subject. As it is, His Majesty's Government have no reason to be anything but obliged to the noble Lord for having drawn this apparent anomaly to their attention, and I can assure him that this matter will be considered, together with a whole lot of difficult questions of a similar kind.

The EARL OF SELBORNE: My Lords, I am glad that Lord Latymer has brought this matter forward, and it was with pleasure that I listened to the reply of the noble Earl on behalf of His Majesty's Government. It was obvious that

when once attention was drawn to this extraordinary anomaly no one in authority would attempt to defend it. It is a commonplace with all of us what a valuable corps the Royal Marines are, and that they, and they alone, of the King's Forces should be debarred, in the persons of their senior officers, from receiving the highest reward of the Order of the Bath was certainly an anomaly which could not be upheld. I was glad also to gather from what the noble Earl said that there are other questions in connection with the Royal Marines which are going to be considered by the Board of Admiralty.

The officers of the Royal Marines are in a position of quite extraordinary difficulty. After a life spent in valuable service at sea and on land, and just as the Marine officer rises to the top of his profession so are all avenues of employment closed to him. It was for that reason that the Board of Admiralty over which I had the honour to preside, when the new scheme of naval training was brought in fourteen years ago, settled that entry to the Royal Marines should be the same as that of officers of the Navy—through Osborne and Dartmouth. By that means, and by that means alone, the Board of Admiralty at that time thought that officers of the Royal Marines could be delivered from that professional *cul-de-sac* in which they always found themselves just as they arrived at the height of their experience and power; because the Army naturally did not consider itself responsible for finding employment for the senior officers of the Marines, and the only employment for those senior officers which the Navy had to offer were commands of a naval character for which Royal Marine officers had not been trained. Therefore it was that we hoped, by this common entry of all officers of all branches serving in the King's ships, we should be able to give an open career to the principal and most able officers of Marines just as to the principal and most able officers of the Navy.

Circumstances over which the Board of Admiralty had no control have, however, rather interrupted our intentions, because the expansion of the Navy has been so great that all officers who were educated at Osborne and Dartmouth have necessarily been taken for the Navy and none have been left for the Marines. Therefore entry for the Marines from

DOCUMENTARY HISTORY—NAVAL

outside had again to be allowed in order that the ranks of the officers of the Marines might be filled. I am glad, however, that His Majesty's Government are going to look into this whole question of officers of the Royal Marines, and that they have given us a practical pledge that they will, at a time which seems good to them, approach His Majesty with a view to throwing the highest honour of the Order of the Bath open to officers of the Royal Marines as well as to officers of the Navy and the Army.

OPERATIONS IN THE PERSIAN GULF

Constantinople, March 9.

K D.,
March 9,
1915.

Headquarters reports as follows: As the English were attempting a fresh advance along the river Karun in Irak they suffered a fresh reverse. Three battalions of English infantry with two quick-firing field guns and two mountain guns, a machine-gun section, and one squadron, attempted on March 3 to attack our positions in the neighbourhood of Ahvaz. After our troops and volunteers had undertaken a counter-attack, and the enemy had lost four hundred killed and wounded and left a large number of prisoners in our hands, he fled through the river in disorder towards his ships, which were moored to the southward of Berder and Nassrie. Among the dead are an English major and four other officers. Our booty consists of three guns with all their gear and munitions, five hundred rifles, two hundred horses, and a great quantity of medical stores. Our losses are insignificant.

NOTICES TO MARINERS

(No. 149 of the year 1915)

NORTH SEA

Caution with regard to Mined Areas

Former Notice (No. 1706 of 1914) hereby cancelled.

L.G.,
March 5,
1915.

Caution.—Mariners are again warned that a system of mine-fields has been established by H.M. Government upon a considerable scale.

All vessels are strongly advised to obtain a London Trinity House pilot when navigating between Great Yarmouth and the English Channel.

It is dangerous for ships to cross the area between the parallels of $51^{\circ} 15'$ and $51^{\circ} 40'$ North latitude and the meridians of $1^{\circ} 35'$ and $3^{\circ} 00'$ East longitude.

The Southern limit of the area in the North Sea which has been rendered dangerous by the enemy's mines is now, so far as is known at present, the parallel of $51^{\circ} 54'$ North latitude.

Remarks.—Although these limits are assigned to the danger areas, it must not be supposed that navigation is necessarily safe in any part of the southern waters of the North Sea.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer.*

Hydrographic Department, Admiralty,

London, 3rd March 1915.

[NOTE.—The following is the Notice to Mariners cancelled above, together with the previous Notice which it cancels in its turn:—

NOTICE TO MARINERS

(No. 1706 of the year 1914)

NORTH SEA

Caution with regard to Mined Areas

Former Notice (No. 1626 of 1914) hereby cancelled

Caution.—A system of mine-fields has been established by H.M. Government, and is being developed upon a considerable scale. L.G.,
Nov. 6,

It is dangerous henceforth for ships to cross the area between the parallels of $51^{\circ} 15'$ and $51^{\circ} 40'$ North latitude and the meridians of $1^{\circ} 35'$ and $3^{\circ} 00'$ East longitude. 1914.

The Southern limit of the area in the North Sea which has been rendered dangerous by the enemy's mines is now, so far as is known at present, the parallel of $51^{\circ} 54'$ North latitude and not as stated in the former Notice; this extension is owing to the enemy's mines having drifted from their positions.

Remarks.—Although these limits are assigned to the dangerous

DOCUMENTARY HISTORY—NAVAL

areas, it must not be supposed that navigation is necessarily safe in any part of the southern waters of the North Sea.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer.*

Hydrographic Department, Admiralty,

London, 3rd November 1914.

NOTICE TO MARINERS

(No. 1626 of the year 1914)

NORTH SEA

Caution with regard to Mined Areas

In confirmation of the Public Notice, which has already been issued to the Press, the following information is now promulgated.

Caution.—H.M. Government have authorised a mine-laying policy in certain areas, and a system of mine-fields has been established and is being developed upon a considerable scale.

It is dangerous henceforth for ships to cross the area between the parallels of $51^{\circ} 15'$ and $51^{\circ} 40'$ North latitude and the meridians of $1^{\circ} 35'$ and $3^{\circ} 00'$ East longitude.

The Southern limit of the area in the North Sea in which mines have been laid by the enemy is, so far as is known at present, the fifty-second parallel of North latitude.

Remarks.—Although these limits are assigned to the danger areas, it must not be supposed that navigation is necessarily safe in any part of the southern waters of the North Sea.

Authority.—Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer.*

Hydrographic Department, Admiralty,

London, 9th October 1914.]

(No. 154 of the year 1915)

UNITED KINGDOM.

Pilotage Stations established at certain Ports on account of Defensive Mine-fields

Former Notice (No. 16 of 1915¹) hereby cancelled

With reference to the extension of the system of Mine defence, notice is hereby given that Pilotage is now compulsory at the following ports for all vessels (including fishing

L.G.,
Oct. 13,
1914.

L.G.,
March 5,
1915.

¹ [See
Naval 3,
p. 24.]

vessels) which have a draught of over eight feet, and that it is highly dangerous for any vessel to enter or leave such ports without a pilot. Fishing and other small vessels having a draught of over eight feet are to assemble at the Pilotage stations, and will be conducted into and out of port in groups.

(1) FIRTH OF FORTH.—All incoming vessels are only permitted to enter the Firth of Forth during daylight hours; they are to pass between the Isle of May and Anstruther Wester, thence they must steer a direct course for Kinghorn Ness. On approaching Inchkeith, the Pilot vessel in the North channel is to be closed, and a pilot embarked.

Vessels are warned that they should on no account pass to the southward of a line joining the north point of the Isle of May and Kinghorn Ness, until in the longitude of 3° W., when course may be shaped for the centre of North channel.

Outward bound vessels should steer to pass the longitude of 3° W. in latitude $56^{\circ} 06' 30''$ N., then shape course to pass between Anstruther Wester and the Isle of May.

The above orders apply to vessels proceeding to *any* port in the Firth of Forth, whether to the eastward of Inchkeith or not.

(2) MORAY FIRTH.—All vessels bound to Cromarty or Inverness must call for a pilot at Wick or Burghead.

Outgoing vessels are to discharge their pilots at one or the other of these places.

It is dangerous for any vessel to be under way to the south-westward of a line joining Findhorn and Tarbat Ness without a pilot.

(3) SCAPA FLOW.—All entrances are dangerous.

Examination services have been established in the entrances to Hoxa and Hoy sounds: vessels wishing to enter must communicate with the Examination vessel and follow the instructions received from her very carefully.

The only vessels permitted to enter Hoy Sound from the westward are those bound for Stromness: vessels cannot enter Scapa Flow from Stromness.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer.*

Hydrographic Department, Admiralty,

London, 4th March 1915.

DOCUMENTARY HISTORY—NAVAL

ADMIRALTY CONTRACT (GERMAN DRAFTSMAN)

House of Commons, March 3, 1915.

Hansard.

SIR WILLIAM BULL asked the First Lord of the Admiralty whether he is aware that a firm of constructional engineers under contract with the Government have in their employ a German draftsman whose services they are still retaining; that this man has been employed on drawings and plans of an existing East Coast aerial station; that, after having been removed from the works, he still continued to do his work for the firm from his private house: and that this man communicates with his friends in Germany through a neutral country; and what action it is proposed to take?

DR. MACNAMARA: The firm referred to had a draftsman on their staff—a German subject. We made inquiry into the matter, insisting that none but natural born British subjects should be employed on our work. We were informed by the firm that they were no longer employing the man in their office, but that they had given him work, which had no connection with the Admiralty or any other Government Department, at his own home. I understand that the man is no longer in the employment of the firm in any capacity whatever.

ENGINEER-LIEUTENANTS (PAY)

ibid.

LORD CHARLES BERESFORD asked the First Lord of the Admiralty whether engineer-lieutenants under the old scheme receive only 11s. a day, while lieutenants (E) under the new scheme receive 11s. a day and an additional 4s. a day specialisation pay; and, if so, whether he will take steps to redress this inequality?

DR. MACNAMARA: The answer to the first part of the question is in the affirmative as regards the initial rates only. It is not proposed to alter the existing scales.

ROYAL NAVAL RESERVE

ibid.

LORD C. BERESFORD asked why engineer officers of the Royal Naval Reserve have not been called up for service in the Royal Navy during the present war?

DOCUMENTARY HISTORY—NAVAL

DR. MACNAMARA: The necessity for calling out commissioned engineer officers of the Royal Naval Reserve has not yet arisen. As the noble Lord is probably aware, a certain number are employed in merchant ships taken up.

H.M.S. CLAN MACNAUGHTON

MR. FALLE asked if His Majesty's ship *Clan Macnaughton* *ibid.* was surveyed after her guns were put aboard; and, if so, was she passed and by what authority?

DR. MACNAMARA: The *Clan Macnaughton*, a nearly new vessel of the Clan Line, classed by the British Corporation Registry, was fitted out for His Majesty's service at Tilbury under the supervision of naval, constructive, and engineering officers deputed to act for that purpose. The armament placed in the vessel was light in comparison with her size, and all necessary stiffening to take it was fitted. Investigations as to the loading and the stability of the vessel were made at the Admiralty, and instructions were issued to the commanding officer of the ship. The Admiralty are satisfied that the vessel was in good condition and seaworthy, and that she possessed ample stability.

STOKER RATINGS

SIR CLEMENT KINLOCH-COOKE asked the First Lord of the Admiralty whether he can see his way to grant warrant rank to stoker ratings instead of requiring these ratings to seek promotion for their services as mechanics? *ibid.*

DR. MACNAMARA: The Admiralty do not see their way to the adoption of the hon. member's suggestion. As is indicated by the terms of his question, opportunities for promotion to warrant rank already exist.

SIR C. KINLOCH-COOKE: Has the right hon. gentleman read the statements made by Admiral Beatty and Admiral Sturdee in their despatches,¹ published to-day, and does he not consider, in view of these statements, that some recognition ought to be made of the stokers?

DR. MACNAMARA: As to the fine work done by the stokers the Admiralty are entirely aware of it.

SIR C. KINLOCH-COOKE: I asked whether there would be some recognition of their work?

¹ [See *Naval* 2, p. 413; and *Naval* 3, p. 124.]

DOCUMENTARY HISTORY—NAVAL

ROYAL DOCKYARDS

House of Commons, March 3, 1915.

Hansard.

SIR CLEMENT KINLOCH-COOKE asked the First Lord of the Admiralty whether it is proposed to make any concession to the masons and bricklayers employed in the Royal dockyards; and, if not, will he say why these trades were overlooked in the recent concessions announced?

DR. MACNAMARA: The case of bricklayers and masons was considered with those of the other classes of employés, but, having regard to all the circumstances, it was not considered that any further increase in the rates for this class was warranted at present.

SIR C. KINLOCH-COOKE: Is the right hon. gentleman aware that the masons and bricklayers do not know of this?

SIR C. KINLOCH-COOKE asked whether the same concessions will be conceded to men of all trades working in His Majesty's gun-wharves as have been given to men employed in His Majesty's dockyards?

DR. MACNAMARA: The concessions granted in the replies to the 1914 petitions to tradesmen in His Majesty's dockyards will be conceded to corresponding grades in naval ordnance establishments, including the gun-wharves.

SOLDIERS AND SAILORS (SEPARATION ALLOWANCES)

ibid.

SIR C. KINLOCH-COOKE asked the First Lord of the Admiralty whether he is aware of the hardships that follow the non-granting of separation allowances to the wives of men who have reached warrant rank in the Royal Navy; and whether he can see his way to give the same privileges in this respect to warrant officers, Royal Navy, as is now given to men who have reached that rank in the Royal Marines?

DR. MACNAMARA: This matter is under consideration by the Select Committee.

SIR C. KINLOCH-COOKE: Is the right hon. gentleman aware that he gave me the same answer some months ago?

DR. MACNAMARA: I do not think it could be the same some months ago. We made representations to the Select

Committee, and I issued a memorandum which included that point.

MERCHANT SERVICE (INSURANCE AGAINST WAR RISKS)

MR. PETO asked the President of the Board of Trade *ibid.* whether he will state the terms on which masters, officers, and seamen in the British merchant service are to be enabled to insure their effects against war risks; and whether life policies will be granted at the same rate of premium per cent.?

The PRESIDENT OF THE BOARD OF TRADE (MR. RUNCIMAN): A certificate of insurance covering the personal effects of masters, officers, and seamen against war risks can be obtained at the Mercantile Marine Office at any of the principal ports in the United Kingdom. The insurance is for an amount limited to a maximum, ranging from £100 for the effects of a master to £5 for the effects of a seaman, subject to proof of loss, and is valid for six months. The premium is at present at the rate of 2 per cent. for six months. I am sending the hon. member a copy of a handbill which gives full details of the scheme. The Government have decided to pay compensation on the scale applicable to officers and men employed in Fleet auxiliaries in the case of any British master, officer, or seaman on a British merchant ship who is killed or injured by mines, torpedoes, or other hostile operations. This scheme, which is in effect a free life insurance, will date back to the beginning of the war.

H.M.S. NIGER (CASUALTIES)

House of Commons, March 4, 1915.

MR. PETO asked the First Lord of the Admiralty what was the number of casualties in connection with the sinking by torpedo of His Majesty's ship *Niger*, guardship at the Downs, and by whose orders this vessel maintained a stationary position; and when it is intended to hold a court of inquiry into the loss of this vessel? *Hansard.*

The PARLIAMENTARY SECRETARY TO THE ADMIRALTY (DR. MACNAMARA): The casualties were fourteen lost and three wounded, of whom one died subsequently. My right

DOCUMENTARY HISTORY—NAVAL

hon. friend cannot discuss the conduct of naval operations. A court of inquiry has been held, and he has no statement to make.

ROYAL MARINES

House of Commons, March 4, 1915.

Hansard.

SIR CLEMENT KINLOCH-COOKE asked what is the position of men serving in the Royal Marines who have completed their time for pension during the period of hostilities and are serving on in their regiment ; and will pensions be paid from the date when their period of service expired or only from the date of final discharge at the end of the war ?

DR. MACNAMARA : Marines whose period of service expires while they are serving on a foreign station may, at the discretion of the Commanding Officer on the station under the Royal Marines Act, 1847, be detained for a period of two years. During the continuance of the present war it is open to the Admiralty under the Royal Marines Act, 1914, to retain also for a similar period the services of those Marines whose period of engagement expires while they are serving at home. No awards of Long Service pensions can be made until the men are discharged, but applications for the award of Good Conduct Medal or Good Conduct Gratuity earned by service will be considered. The further service will be taken into account when the pensions are awarded at the close of the war, and pensions earned by service up to the date of completing time for pension will be regarded as secured except in cases of conviction for mutiny or felony or of dismissal from the Service with disgrace.

H.M.S. *VIKNOR* AND *CLAN MACNAUGHTON*

ibid.

LORD CHARLES BERESFORD asked whether, since the loss of His Majesty's ships *Viknor* and *Clan Macnaughton*, there is a doubt as to the seaworthiness of similar ships being employed as armed cruisers, notably when the bunkers become empty ; whether the Admiralty can see their way to give these ships more ballast, there being no cargo ; and whether mounting guns on the upper deck under these circumstances renders this class of ship top-heavy ?

DR. MACNAMARA : In the case of each vessel taken up

and fitted as an armed merchant cruiser, the most careful attention has been paid to the loading and stability of the vessel. Actual stability tests have been carried out in all necessary cases, and instructions have been issued to the commanding officers of the vessels as to the extent to which they might be loaded and the precautions to be observed in working out the coal. In cases in which investigations showed it to be necessary, ballast was added, and in all cases, having regard to these instructions, the Admiralty are satisfied as to the lading of the vessels and as to their stability in all conditions of lading. The armaments carried by the ships are very light in comparison with the size of the vessels, and the weights added in this respect were fully taken into account when their stability was investigated and the instructions issued. None of the vessels when taken over were new, and all of them had been employed on their merchant cruises. The mounting of the guns has not rendered the vessels top-heavy, and no further ballast for stability purposes is necessary.

MR. HINDS asked how many lifeboats and what other life-saving apparatus the S.S. *Clan Macnaughton* carried ?

DR. MACNAMARA : The *Clan Macnaughton* carried six lifeboats as well as four other boats, the total carrying capacity of which was sufficient for all on board. She was further supplied with a large number of lifebelts, and two liferafts, each capable of supporting fifty men.

ROYAL NAVAL RESERVES

MR. GOLDSTONE asked the Parliamentary Secretary to the Admiralty how many men belonging to the engineering staff of the Royal Naval Reserve are now engaged on board His Majesty's ships ; whether the supply is sufficient to meet the present requirements of the Navy ; and whether he is aware of the dissatisfaction in this branch of the Service with existing rates of pay and prospects of promotion ? *ibid.*

DR. MACNAMARA : I do not think that it would be desirable to give detailed information as to the numbers of the Royal Naval Reserve engine-room staff employed in His Majesty's ships. Entries of men continue to be made in this branch, and the supply is sufficient to meet present requirements. I

DOCUMENTARY HISTORY—NAVAL

am not aware that the facts are as suggested in the concluding part of my hon. friend's question.

HIS MAJESTY'S TRAWLERS

House of Commons, March 4, 1915.

Hansard.

MR. CLOUGH asked whether the Secretary to the Admiralty can see his way to advance the pay of the coxswains of His Majesty's trawlers to 3s. 6d. per day and £1 per month war retainer so as to place them on the same scale of pay as the A.B. Trawler Reserve ; and whether he can arrange for them to obtain their food from the Service at Service prices ?

DR. MACNAMARA : The retainer paid to the Royal Naval Reservist is given in respect of his liability to be called up from civil life on mobilisation, and unless he elects to allot half of it to his dependants it is set aside for payment to him on resuming his civil occupation. It is therefore not appropriate to the conditions under which naval ratings of the general Service are engaged. When employed in trawlers the latter are eligible to receive the allowance recently conceded of 1s. 3d. a day (chief petty officer and petty officer) or 1s. a day (A.B. and leading ratings) hard lying money in addition to their substantive, non-substantive, and badge pay. All men of whatever class serving in trawlers receive a victualling allowance of 1s. 5d. a day. As regards the last sentence of my hon. friend's question, I understand that arrangements of the nature indicated are already made so far as is practicable.

MINED VESSELS (COMPENSATION TO DEPENDANTS)

ibid.

MR. TICKLER asked if the Secretary to the Admiralty can recommend the payment of compensation to the wives and children of skippers and mates who have lost their lives through their vessels being blown up with mines since the war began, as the Government has already expressed their intention to pay such compensation from the 18th February 1915 ?

MR. RUNCIMAN : It is the intention that the scheme for the payment of compensation in the event of death or injury in the case of masters, officers, and seamen on British merchant ships, which was announced on the 19th February, should be

retrospective and date back to the beginning of the war. The question whether the scheme should be extended to fishing vessels is now being considered.

INTERNMENT OF PRISONERS (LIBERATION OF SHIPS)

MR. WATT asked the Under-Secretary of State for War *ibid.* whether any of the nine vessels¹ chartered and utilised for the internment of prisoners has yet been freed; and, if not, on what dates it is anticipated that all will be liberated and the money saved to the country? ¹ [See *Naval* 3, p. 309.]

The UNDER-SECRETARY OF STATE FOR WAR (MR. TENNANT): Two of these ships have been liberated. It is anticipated that more will be set free by the end of April, and the remainder from time to time as other accommodation becomes available.

MR. PETO: What is the monthly cost to the country of using these ships?

MR. TENNANT: Obviously I cannot answer that without notice.

INTERNED STEAMERS (FREIGHT CHARGES)

MR. NEVILLE asked the President of the Board of Trade *ibid.* what is the highest freight per ton of coal charged for the use of any of the interned steamers lately made available for the coastal trade;¹ and what is the average freight per ton charged for such interned steamers as compared with the average freight per ton charged for the use of similar steamers other than the interned steamers? ¹ [See *Naval* 3, pp. 209, 222.]

MR. RUNCIMAN: From the Tyne to London the highest freight paid in the case of an interned steamer was 13s., which was 1s. 6d. to 2s. 6d. below rates on outside steamers. The present rate on interned steamers is 12s., and on outside steamers 14s. 6d. to 15s. 6d. The average rate to London during February was 13s. 6d. for outside steamers and 10s. 10d. for interned steamers.

MR. NEVILLE asked the President of the Board of Trade how many of the gentlemen who form the committee which regulates the freights to be charged for the use of the interned

DOCUMENTARY HISTORY—NAVAL

steamers in the coastal trade are representatives of ship-owners, distributing merchants, and consumers, respectively?

MR. RUNCIMAN: The methods by which freights are charged for the use of the interned steamers in the coasting trade are regulated by the Government.

ARMY ACT AMENDMENT BILL

House of Commons, March 4, 1915.

Hansard.

As amended, considered.

The following Section shall be inserted in the Army Act after Section 184 :—

NEW CLAUSE.—(*Relations between Military and Naval Forces Acting Together*)

184a. (1) Where an officer or petty officer in the Navy is a member of a body of His Majesty's naval forces acting with or is attached to any body of His Majesty's military forces under such conditions as may be prescribed by regulations made by the Admiralty and Army Council, then, for the purposes of command and discipline and for the purposes of the provisions of this Act relating to superior officers, he shall, in relation to such body of His Majesty's military forces as aforesaid, be treated and have all such powers (other than powers of punishment) as if he were a military officer or non-commissioned officer as the case may be.

(2) Where any officer or soldier is a member of a body of His Majesty's military forces acting with or is attached to any body of His Majesty's naval forces under such conditions as may be so prescribed as aforesaid, then, for the purposes of command and discipline and for the purposes of the provisions of this Act relating to superior officers, the officers and petty officers of such naval body shall, in relation to him, be treated and have all such powers (other than powers of punishment) as if they were military officers or non-commissioned officers.

(3) The relative rank of naval and military officers, petty officers, and non-commissioned officers shall, for the purposes of this section, be such as is provided by the King's Regulations and Admiralty Instructions for the time being in force.

Proposed clause brought up, and read the first time.

DOCUMENTARY HISTORY—NAVAL

5] Motion made, and Question proposed, 'That the clause be read a second time.'

The UNDER-SECRETARY OF STATE FOR WAR (MR. TENNANT): The object of this amendment is to provide for the mutual relations between naval and military forces acting together and to confer reciprocal powers of command upon military officers or non-commissioned officers and naval officers and petty officers over a naval force and military force respectively, when such forces are acting together. At present two such forces acting in the same place have no defined relation to one another, and a deadlock might ensue from the absence of any definite designation of any officer as the officer in command of all the forces. A military force is, of course, subject to the Army Act, and a naval force to the Naval Discipline Act, and at present a naval officer has no power of command or discipline over soldiers acting with or attached to a naval force, and similarly a military officer has no power of command or discipline over naval ratings acting with or attached to a military force.

The amendment is devised to meet this difficulty, and a corresponding amendment to the Naval Discipline Act is being made by the Admiralty in a Naval Discipline Bill¹ which has recently been introduced. As regards carrying out discipline, the intention is to confer only the power of arrest, the military or naval offenders being dealt with under the Army Act or Naval Discipline Act respectively, for trial and punishment. The relative rank, for purposes of precedence of naval and military officers, petty officers, and non-commissioned officers is provided in the King's Regulations and Admiralty Instructions. The effect of the provision is therefore to bring about temporarily and within definite limits a coalescence of the two forces. The provision only applies to joint operations on land, and must be brought into force by a Joint Order specially made by the Admiralty and Army Council for the purpose. The relations between two forces (military and naval) when the military are embarked on board ship is already provided for under Section 88 of the Naval Discipline Act and an Order in Council made thereunder.

¹ [See p. 66.]

Question put, and agreed to.

Clause read a second time and added to the Bill.

Bill read the third time, and passed.

DOCUMENTARY HISTORY—NAVAL

SUBMARINE SHELLED BY FRENCH WARSHIP

Paris, March 5.

Times,
March 6,
1915.

The following official statement was issued here this evening :—

A warship belonging to the flotilla of the second French light squadron yesterday fired upon a German submarine of the U-2 type in the Channel. The submarine was hit by three shells before it dived and disappeared without leaving any trace.—*Reuter.*

ZEPPELIN DAMAGED

Amsterdam, March 5.

ibid.

According to reliable information received here Zeppelin *L 8* was seriously damaged yesterday when descending at Tirlmont, and had to be dismantled for repairs.—*Reuter.*

Amsterdam, March 6.

Times,
March 8,
1915.

A Brussels telegram states that advices of yesterday's date from Berlin say :—

A Zeppelin yesterday, while returning from a successful reconnoitring flight, got among some trees while landing in the darkness, and suffered not inconsiderable damage, so that it appeared advisable to dismantle the airship. This was executed with the utmost speed by men of the airship column. The airship will be remounted in Germany.—*Reuter.*

Amsterdam, March 8.

Times,
March 9,
1915.

The correspondent of the *Telegraaf* at Tirlmont has sent the following details of the recent accident to Zeppelin *L 8*, which came down at Tirlmont and had to be dismantled for repairs :—

At 11 o'clock on Thursday evening two Zeppelins appeared above Tirlmont. The motors of one of them were evidently out of order, as sharp explosions could be heard coming from the airship.

At 3 o'clock in the morning *L 8* was about to land on a

DOCUMENTARY HISTORY—NAVAL

field in the village of Wommerson. It was flying low and its cars smashed off the tops of seven poplars a few metres above the ground. One of the cars was wrenched off, and was buried deep in the clayey soil. The airship was smashed right in half, and, as the ballonets at both ends were still intact, the dirigible assumed the shape of a capital V.

The correspondent further learned that seventeen of the crew of forty-two were killed, and were buried the same morning near the place where the airship landed. The machinery of the Zeppelin was completely destroyed, and the dirigible was dismantled on the spot. Her silk covering and the aluminium framework were at once sent to Germany. The correspondent adds that it will be utterly impossible to repair *L 8*.—*Reuter*.

Paris, March 14.

It is reported from Belgian sources that the Zeppelin which was brought down on March 4 in the neighbourhood of Tirlémont was not, as stated by the Germans, wrecked by a gale, but by an aeroplane attack made by two French machines and two English. The crew numbered forty-one, of whom nine were found dead and twenty-nine injured. Twelve of the latter died the following day. The *débris* of the airship were loaded on twenty-two lorries and taken to Germany.

Times,
March 15,
1915.

The *Journal* reports that seven aeroplanes flew over Poperinghe yesterday afternoon and dropped ten bombs. There were ten victims, military and civil.

M. AUGAGNEUR AND THE FRENCH FLEET

The French Minister of Marine, M. Augagneur, in the course of a conversation with the Paris correspondent of the United Press of America, which is published as a copyright message by the Exchange Telegraph Company, said:—

Times,
March 5,
1915.

Not another ship shall reach Germany if we can help it, and I think we can. We have observed from the start all the rules of civilised warfare. Germany has broken all, putting herself on the same plane as savages. Well, we will starve her out. People say that Germany has secretly built many

large submarines, but I know better. I know within two or three exactly how many she has, and neither England nor France is in the least frightened. Germany may sink a ship now and then—that is inevitable—but, in the ultimate end, what good will it do her? The outcome of the war will not be changed one single iota. The threat to torpedo merchantmen is of the same brand as the threats to destroy London and Paris with Zeppelins. What if Zeppelins actually visited Paris or London? They might kill one, two, or even three hundred non-combatants, but what of it? The achievement would merely add to their record of savagery, but the final result would, in no way, be affected.

Our Mediterranean Fleet is waiting for the enemy to pick up courage enough to show itself. That is its principal duty; but, since the beginning of the war, our ships have been promenading up and down the Mediterranean, sometimes challenging the enemy at his very door, but each time he sees us coming he turns tail and flees. We have also done much work in keeping the sea open for the transport of troops from Algeria and of British troops from Suez east of Gibraltar. Our sailors are in the pink of condition and spoiling for a chance to meet the enemy. We would not ask for anything better than that the Austrians should give battle at the entrance to the Dardanelles. That is what we have been trying to bring about since the war started.

As to the advance on Constantinople, we shall not give up until the city falls. We do not expect to open the Dardanelles without an effort, but we shall get through in good time. Just how long that will be I cannot say, because it depends on many things. The hardest work will be from the middle of the Dardanelles to the Sea of Marmora. Once through there, which is merely a question of time, there will remain comparatively little to accomplish.

GERMAN SUBMARINE SUNK IN CHANNEL

Times,
March 6,
1915.

The Secretary of the Admiralty makes the following announcement:—

Yesterday afternoon the German submarine *U 8* was sunk in the Channel off Dover by destroyers. The officers and men were taken prisoners.

The Secretary of the Admiralty makes the following announcement :— *Times*,
March 9,
1915.

A report has now been received from Rear-Admiral the Hon. Horace Hood on the sinking of the German submarine *U 8* off Dover at 5 P.M. on the 4th of March.

From this it appears that the submarine was finally destroyed by the destroyers *Gurkha* and *Maori*. Other destroyers which took part in the hunt were *Viking*, *Nubian*, *Mohawk*, *Falcon*, *Kangaroo*, *Cossack*, *Leven*, *Fawn*, *Syren*, and *Ure*.

The operations were directed by the officer commanding the flotilla, Captain C. D. Johnson, and were marked by skill and promptitude.

German wireless news, issued from Berlin on Saturday (March 6) states :— *Times*,
March 8,
1915.

With regard to the loss of the submarine *U 8*, the papers remark that the destruction of one U-boat after a three weeks' U-boat war cannot be called an important triumph for the English.

ANOTHER STEAMER TORPEDOED

March 8.

The Secretary of the Admiralty regrets to announce that the S.S. *Bengrove*, 2389 tons, owned by Messrs. Joseph Hault and Co., Liverpool, with a cargo of coal from Barry, was sunk probably by torpedo from submarine off Ilfracombe at 2 P.M. on Sunday (March 7). *P.B.*

The crew of thirty-three were all saved. They took to their boats and were picked up by the S.S. *Paignton*, and landed at Ilfracombe.

RUSSIAN OPERATIONS IN BLACK SEA

Naval General Staff, Petrograd, March 8.

On 7th March our fleet bombarded Zunguldak, Kozlu, and Kilimli, destroying all structures and plant for the output and shipment of coal. *Times*,
March 9,
1915.

DOCUMENTARY HISTORY—NAVAL

The bombardment was followed by a terrific explosion and fire. Four batteries were silenced. Eight steamers and a large sailing vessel were destroyed. Our casualties were three wounded.

Constantinople.

K.V.,
March 9,
1915.

Headquarters reports: Whilst the light division of our fleet was occupied the day before yesterday, in carrying on a reconnoitring expedition on the Russian coast, the Russian fleet bombarded the harbours of Kilimli, Zunguldak, Kozlu, and Eregli. In Zunguldak the French hospital and fifteen houses in the French quarter were destroyed, the Greek vessel *Takssiara* was sunk in the harbour. An enemy torpedo-boat, which attempted to approach the harbour, was hit by the fire of our batteries and withdrew. In Eregli fifty old wooden houses in the Greek quarter were set on fire by shell fire. The manager of a Russian navigation company, who is of Greek nationality, was wounded, and his two children and his wife were killed. An Italian vessel and the ship *Neva* were taken by the Russians, also the vessels *Heibeli Ada* and *Pressia*, and sunk in the harbour; the crews were saved. As a result of the bombardment of these four places, which lasted six hours, seven persons were slightly wounded among the soldiers and inhabitants.

PILOTS (COMPENSATION)

House of Commons, March 8, 1915.

Hansard.

MR. JOYCE asked the President of the Board of Trade under what conditions of compensation pilots are placed who, in the performance of their duties, are either killed or injured by mines, torpedoes, or other hostile operations during the war; and is he aware that in several cases up to the present time pilots have been on board of ships that have been either mined or torpedoed?

MR. RUNCIMAN: Compensation in accordance with the scale laid down for officers and men on Fleet auxiliaries would be payable in respect of British pilots on British merchant ships who are killed or injured by mines, torpedoes, or other hostile operations during the war.

MR. JOYCE : Does not the right hon. gentleman know that the pilots have to go on board neutral ships as well as British ships, and, in the event of such neutral ships being mined or torpedoed, and injury thus caused to the pilot, may I ask whether any compensation would be given ?

MR. RUNCIMAN : I will consider that point sympathetically. There are difficulties about those on board neutral vessels, but if neutral vessels are performing services to us we ought obviously to treat those who pilot them as we treat those on our own vessels.

MR. JOYCE : Is the right hon. gentleman not aware that pilots are placed in a very peculiar position, as they have to give their services to every ship that comes along ?

ROYAL NAVAL RESERVE

MR. PETO asked the First Lord of the Admiralty whether, *ibid.* in the case of those officers on the permanent list of the Royal Naval Reserve who prior to the war had seen no naval service, their present time in active service will count as qualifying for the annual retainer ?

DR. MACNAMARA : The answer is in the affirmative.

MINE SWEEPING (TRAWLERS)

MR. TICKLER asked the Secretary to the Admiralty (1) if he *ibid.* is aware that several of the owners of steam trawlers whose vessels have been requisitioned for mine sweeping have refused to sign their charters, as the hiring amounts offered are insufficient to adequately recompense them for the loss of their services and the owners have never received payment for their hire nor anything for the stores ; whether he will cause inquiry to be made into this state of affairs ; and (2) whether he is aware that the owners of the fishing vessels at the various ports have readily placed their vessels at the disposal of the Admiralty for mine-sweeping and other purposes, and that the terms for hiring the trawlers have not in all cases been satisfactory to the owners ; will he state how, if the vessels are lost, the amount to be paid is calculated ; if, upon the return of the vessels to their owners in a damaged condition, the Admiralty will pay the costs of the necessary repairs to enable them to be used for their original purpose of fishing ; and will the autho-

DOCUMENTARY HISTORY—NAVAL

rities promptly settle the agreed amounts for such repairs and renewals ?

DR. MACNAMARA : As regards rates of hire, in all cases in which claims have been rendered payment has been made at the Admiralty rates of hire. I understand that there have been cases where owners would not render claims on this basis fearing they might thereby prejudice their application for reconsideration. They have been asked to forward claims upon which payment would be made to them without prejudice to any representations which they might hereafter wish to make. As regards payment for stores, these have in point of fact been passed in nearly all cases. As regards vessels lost, the amounts payable have been fixed on the basis of the value of the hull and outfit, and the machinery and boilers, as ascertained by Lloyd's Register of Shipping, with a depreciation on the residual value for each complete year of the vessel's age. The terms of the charter party provide that the vessel, her outfit and machinery shall, at the cost of the Admiralty, be handed back to the owners in the same condition as when they were taken up, ordinary wear and tear alone excepted. I am aware that some objection has been taken to the rate of hire and to the amounts to be paid in the event of loss. Arrangements will be made to give trawler owners an early opportunity of stating their views.

SHORTAGE OF CARGO SHIPS

House of Commons, March 8, 1915.

Hansard.

SIR JOHN LONSDALE asked the Prime Minister whether, having regard to the existing deficiency in the number of ships available for the purposes of British commerce, the Government will adopt measures, and if necessary obtain legislative power, to prevent British ships from carrying cargoes of foodstuffs and other materials to any ports in Europe except those of the United Kingdom or the Allied Powers unless by special permits from the Board of Trade, such permits to be issued only in cases where satisfactory guarantees are forthcoming that the goods carried to neutral ports are not destined for and will not reach enemy countries ?

MR. RUNCIMAN : My right hon. friend has asked me to answer this question. I do not think that the adoption of

DOCUMENTARY HISTORY—NAVAL

the particular measures suggested in the question would produce a satisfactory result, but the hon. baronet may rest assured that all practicable steps are taken and will be taken to prevent goods destined for enemy countries being carried in British ships.

COURTS-MARTIAL (ROYAL NAVY)

COMMANDER BELLAIRS asked the First Lord of the Admiralty *ibid.* whether he will state the name and class of the fifteen ships which were lost in twenty-five years of the last century,¹ and in the case of which there were survivors, but no court-martial was held; and if he will state the date of the loss in each case, together with the information as to whether the ships were wrecked, sunk, burned, or captured? ¹ [See *Naval* 3, p. 358.]

MR. CHURCHILL: The ships whose names are included in the following list are mentioned in the return of ships lost otherwise than in action from 1815 to 1840, dated 4th August 1891. An exhaustive search made in the Record Office has failed to disclose the minutes of any court-martial in their cases:—

Ships.	Date when Lost.
<i>Sylph</i> . Sloop . . .	January 17th, 1815 . Wrecked.
<i>Dominica</i> . Schooner . . .	August 15th, 1815 . Wrecked.
<i>Comus</i> . ? . . .	November 4th, 1816 . Wrecked.
<i>Bermuda</i> . Sloop . . .	March, 1821 . . . Foundered.
<i>Confiance</i> . Sloop . . .	April 21st, 1822 . . . Totally lost.
<i>Arab</i> . Sloop . . .	December 12th, 1823 . Wrecked.
<i>Delight</i> . Sloop . . .	February 23rd, 1824 . . . Lost in cyclone.
<i>Partridge</i> . Sloop . . .	November 27th, 1825 . Stranded.
† <i>Algerine</i> . Sloop . . .	January 9th, 1826 . . . Upset in squall.
† <i>Redwing</i> . Sloop . . .	1827 (date unknown) . . . Supposed foundered.
<i>Acorn</i> . Sloop . . .	April 14th, 1828 . . . —
<i>Contest</i> . Gunboat . . .	April 14th, 1828 . . . —
<i>Success</i> . Frigate . . .	November 20th, 1829 . Wrecked.
* <i>Kangaroo</i> . Surv. schooner . . .	December 18th, 1829 . Wrecked.
* <i>Wolf</i> . Sloop . . .	March 10th, 1830 . . . Wrecked.
† <i>Recruit</i> . Brig . . .	1832 (date unknown) . . . Totally lost.
† <i>Calyпсо</i> . Packet . . .	1833 (date unknown) . . . Supposed foundered.
* <i>Pike</i> . Schooner . . .	1836 —
† <i>Pincher</i> . Schooner . . .	March 6th, 1838 . . . Capsized.
<i>Rapid</i> . Brig . . .	April 12th, 1838 . . . Wrecked.
† <i>Briseis</i> . Packet . . .	1838 (date unknown) . . . Totally lost.
<i>Tribune</i> . Sloop . . .	November 28th, 1839 . Wrecked.

DOCUMENTARY HISTORY—NAVAL

None of the above vessels were captured. Those marked † are noted as 'known to have capsized or have never been heard of.' In the case of those marked * the column in the return headed 'Result of Court of Inquiry or of Court-martial' contains a statement of a finding. This is consistent with there having been a court-martial of which the minutes have been lost, or with there having been, as suggested in the return, a Court of Inquiry, but no court-martial. In the remaining cases mentioned in the above list there is no reason for supposing that there were no survivors. In the case of all the other ships mentioned in the return dated 4th August 1891, minutes of a court-martial were found.

ADMIRALTY COMMUNIQUÉS

House of Commons, March 8, 1915.

Hansard.

LORD C. BERESFORD asked the First Lord of the Admiralty if arrangements will be made whereby Admiralty *communiqués* should be issued much earlier in the day, when possible, than is at present the case, as, in consequence of the method of publication now adopted, evening newspaper readers are heavily handicapped?

DR. MACNAMARA: The time at which it is possible to communicate news to the Press depends upon a large variety of circumstances, including the time of receipt, the degree of pressure of work in the Department, the necessity of awaiting verification, and so on. It would be a mistake to suppose that the times at which information is given out are decided upon with a view to the convenience of any particular class of paper.

COASTGUARD RATINGS

ibid.

COMMANDER BELLAIRS asked the First Lord of the Admiralty whether promotion among the men in the Coastguard has been suspended since the list of promotions was issued last August; whether in other branches of the Navy the promotions have been accelerated by the war; and, if so, whether he can see his way to mitigate the hardship inflicted on deserving men who have passed their examinations for promotion?

DR. MACNAMARA:—Promotion amongst the Coastguard

ratings serving ashore has been suspended since the beginning of the war in the interests of those who are serving afloat, in order that those on shore should not be promoted over the heads of those who, without any option, have been embarked, and are thus outside the Coastguard organisations and are serving under the Regulations for active service ratings in the Fleet. Any acceleration occasioned by the war in the advancement of ratings in the Fleet, applies temporarily to the majority of the Coastguard who are serving afloat ; but at the end of the war, Coastguard ratings advanced in the Fleet will, on returning to the Coastguard service, revert to their Coastguard rates, and the large number of vacancies caused by the discharge of men retained beyond the age limit, and of men wishing to take their pension, will be filled by promotions from the Coastguard as a whole.

SOLDIERS AND SAILORS (PENSIONS AND ALLOWANCES)

SIR CHARLES NICHOLSON asked the First Lord of the Admiralty if his attention has been called to the fact that widows of men who had declared an allotment in their favour and who died while serving in His Majesty's ships between the 4th August and 21st September, are receiving pensions only from the date of widowhood, whereas other widows are receiving allotment plus separation allowance for six months before drawing their pensions, the position of the earlier widows being therefore considerably worse than that of those whose husbands were lost on and after the 22nd September ; and whether steps will be taken to treat both classes equally ? *ibid.*

DR. MACNAMARA : The question is under the consideration of the Select Committee.

SIR CHARLES NICHOLSON asked the First Lord of the Admiralty if he will give further consideration to the cases of the widows of men lost in His Majesty's ship *Good Hope*, who had not the same opportunities as other men of making out allotments ; is he aware that a number of these men were Reservists, who went off suddenly without having time to make adequate provision for their wives ; and whether, in these circumstances, arrangements will be made immediately

to pay arrears of pay to dependants and to consider their cases further in view of the fact that many widows have drawn no money at all from the Admiralty from the 2nd August until a few weeks since, when they received a small portion of their pensions?

DR. MACNAMARA: The matter is under the consideration of the Select Committee.

NAVAL DISCIPLINE BILL

House of Commons, March 8, 1915.

Hansard.

Order for Second Reading read.

Motion made, and Question proposed, 'That the Bill be now read a second time.'

SIR F. BANBURY: I think we ought to have some explanation of this Bill. The Government, no doubt, have some reason for bringing it in, but it does seem to me a rather extraordinary time to introduce a Bill which deals with the discipline of the Navy. I was under the impression that the discipline of the Navy was all that could be desired. If it is not, and if it is necessary to amend the Naval Discipline Bill, surely something of this sort ought to have been done before the war began. I am glad that the right hon. gentleman (Mr. G. Lambert) is in his place, because it will give me the opportunity of obtaining from him some of the reasons why this Bill is introduced. I remember once we were told that what the House of Commons suffered from was that we had the greater light to rule the day and the lesser light to rule the night. It is now daytime, and I do not know why we have not had the greater light to explain the Bill. But I will ask the lesser light, if he will stay for a moment, a few questions. I want to know why it is necessary to bring in a Bill of this sort at the present moment, whether it is wise to alter the discipline of the Navy during the war, and how it is that in Clause 1 the penalty of death is done away with. As I read the Bill, if there is a mutiny on the ship the death penalty could not be inflicted. It is possible I have misread the Bill, but, if I have not, it might be amended in Committee. It is a serious thing to alter the rules of discipline in the Navy at the present time, and I think we ought to have an explanation from the Government.

DOCUMENTARY HISTORY—NAVAL

LORD C. BERESFORD: I should like to ask one or two questions about this Bill. I do not think there is anything much in it except for the First Clause, which says:

‘A sentence of death shall not be passed on a person subject to the Naval Discipline Act for striking, or with any weapon attempting to strike, or drawing or lifting up any weapon against, his superior officer, and accordingly for Section 16 of that Act the following section shall be substituted.’

The clause further says:

‘Every person subject to this Act who shall strike or attempt to strike, or draw or lift up any weapon against, or use or attempt to use any violence against, his superior officer, whether or not such superior officer is in the execution of his office, shall be punished with penal servitude or such other punishment as is hereinafter mentioned.’

If that threatening attitude of a junior officer to his superior be accompanied by mutiny, I imagine that the Naval Discipline Act holds as it was, and that the penalty of death would still be enforced. But a man may lose his temper and strike, or attempt to strike, an officer or a senior petty officer. The death penalty for such an offence would be outrageous, but if that action be accompanied by mutiny—which we should all agree is the greatest possible offence you can have on a ship—the whole sentiment of the Service would be averse to having the penalty of death abrogated. I should, therefore, like a clear exposition of the clause.

The ATTORNEY-GENERAL (SIR J. SIMON): The noble Lord will appreciate that my right hon. friend the Parliamentary Secretary to the Admiralty (Dr. Macnamara) prefers to explain the clauses of this Bill, and I do not want to take upon myself that which he is prepared to do. Clause 1, if my recollection serves me rightly, provides that the penalty of death shall not attach to the offence of striking, or raising a weapon for the purpose of striking. The phraseology is familiar to those who know the Naval Code. As long as there is the possibility of the penalty of death attaching to an offence against naval discipline, it can only be dealt with by the machinery of court-martial. It is quite impossible for the officer commanding a ship to exercise disciplinary

DOCUMENTARY HISTORY—NAVAL

punishment, or deal summarily with an offence which involves that possible consequence. Of course, in a very grave case, such as that of striking, which was directly associated with mutiny, of course, a court-martial would be inevitable, because mutiny is a more serious offence than striking. On the other hand, if it be only some explicable, or mistaken, action, then it is better not to make a court-martial, with all its formalities, an absolute necessity, but to deal with the offence summarily. That is the object of the clause. I think the noble Lord will see that the clause, while it maintains the traditions of good discipline in the Navy, on the other hand adds considerably to the machinery which he knows so well.

LORD C. BERESFORD: I understand exactly what the right hon. and learned gentleman has said, and I think he sees my point also. This ought to be put in the clause, as you may have a very great amount of confusion at a moment of extreme urgency and some lamentable occurrence, such as mutiny through irritation, in which the penalty of death ought never to be relaxed. It would appear that, under this clause, under all circumstances the penalty for mutiny would be penal servitude and not death. It should be made more clear, unless indeed the Government are of opinion that the penalty of death should be done away with altogether.

SIR J. SIMON: Oh, no.

LORD C. BERESFORD: Then it should be made more clear in the clause.

THE PARLIAMENTARY SECRETARY TO THE ADMIRALTY (DR. MACNAMARA): The House will see that the Bill proposes certain amendments of naval law which are recognised as necessary and expedient as a result of war conditions. We propose to take the opportunity afforded by this amending Bill to make some further alterations, not necessarily the result of war conditions, but which appear to be desirable as a result of experience. I will state quite broadly the principles on which we are altering the Act of 1866, and I will take care to answer the question put by the noble Lord as to how far the death penalty is relaxed.

LORD C. BERESFORD: When?

DR. MACNAMARA: Now. Under Section 16 of the Act of 1866, the maximum penalty for striking, or with any weapon

DOCUMENTARY HISTORY—NAVAL

attempting to strike or drawing or lifting up any weapon against a superior officer in the execution of his office, is death. As the noble Lord knows, that section deals with certain other offences which are punishable with regard to the maximum sentence by penal servitude. The maximum penalty for attempting to strike otherwise than with a weapon, or for using or attempting to use violence against, an officer being in the execution of his office is penal servitude. The maximum penalty for striking or attempting to strike, or drawing or lifting any weapon against, or using or attempting to use violence against a superior officer, not being in the execution of his office, is penal servitude. All this is provided for in Section 16 of the Act of 1866. We propose to substitute the following for Section 16 :—

‘ Every person subject to this Act who shall strike or attempt to strike, or draw or lift up any weapon against, or use or attempt to use any violence against, his superior officer, whether or not such superior officer is in the execution of his office, shall be punished with penal servitude or such other punishment as is hereinafter mentioned.’

The broad effect is that penal servitude will be the maximum penalty in all cases contemplated by Section 16, and the death penalty disappears. It has this other aspect to which I will call attention : Death no longer being the maximum penalty, it is open to the commanding officer to deal with the case summarily, if in his judgment the circumstances justify, and to award, as he can do under his proper authority, to three months' imprisonment or detention. Of course, he can also apply for a court-martial if he thinks the circumstances justify it. The noble Lord will know that the gravity of striking cases varies very considerably. The offence sometimes arises between men very nearly related in rank who fall out on some small point of difference of opinion and dispute. We desire to have the power of discrimination as to the method of trial. We desire to place it in the discretion of the commanding officer to deal with such cases by summary jurisdiction ; otherwise, of course, there must be a court-martial, and in any case the maximum penalty is to be penal servitude. I gather the noble Lord wants to know whether the death penalty will still remain in any other part of the Naval Discipline Act, 1866.

DOCUMENTARY HISTORY—NAVAL

Certainly it will remain as the maximum penalty for mutiny or incitement to mutiny, for spying, for treacherously aiding the enemy, for misconduct in the presence of the enemy, and for desertion of post in the presence of the enemy. I think these are all, but I am not quite sure, and, at any rate, in those cases the death penalty will remain, as these offences are not affected by this clause. I think I have made the object of this First Clause perfectly clear, that in those cases mentioned, where the death penalty has been the maximum penalty, it will no longer be so, but penal servitude will be the maximum penalty for all purposes arising under Section 16 now to be amended by Clause 1 of this Bill.

As regards Clause 2 of the Bill, I wish to point out that, under the existing law, the punishment for absence without leave is limited to ten weeks' imprisonment or detention. Undoubtedly that is sufficient in time of peace, but absence without leave in time of war is a much more serious offence—indeed, it is almost as serious as desertion—and therefore, in Clause 2, we propose to amend Section 23 of the original Act so as to make it possible, where it seems desirable, to impose a maximum penalty of two years' imprisonment in war time only.

Section 46 of the original Act sets out a number of places other than those on the high seas in which men of the Fleet may be assembled, and it enacts that all offences committed in such places may be tried and punished under the Naval Discipline Act, whether they are offences against common law or against naval law. Clause 3 of this Bill adds to the list of such places, the addition being necessary as a result of modern developments in the work of the Fleet. The precise alteration proposed is that we shall add to the list of places mentioned in Section 46 of the original Act these words—

‘or in any other premises held by or on behalf of the Crown for naval or military purposes, or in any canteen or other place frequented by seamen which may be prescribed by the Admiralty.’

Then we propose an addition to Section 46, to cover a situation concerning which there has been some doubt—the taking into custody, trial and punishment, by naval law, for an offence against naval discipline, of a person after he has

DOCUMENTARY HISTORY—NAVAL

actually left the Service. We propose to extend this proviso by adding these words :

‘That, except in cases of offences of mutiny or desertion, proceedings under the Naval Discipline Act must be instituted within three months after the person affected has ceased to be a member of the Service.’

We adopt this provision from Sub-section (1), Section 158, of the Army Act. Section 56 of the original Act sets forth the authorities having power to try offences, and it enacts that the power vested by the section in an officer commanding a ship may under certain circumstances devolve on others who may be in command for the time being of detached parties. We propose to amend Section 56 to cover all possible cases not fully provided for in the original Act where devolution of authority now appears necessary, and consequently we shall amend Section 50, which sets forth the persons having power to arrest offenders. These particular proposals are the explanation of the necessity for Clauses 5 and 7 of the proposed Bill. I come to the next point. Under the Act of 1866 there are cases where imprisonment may be accompanied by subsequent dismissal from the Service, and there are cases where imprisonment cannot be so accompanied. We propose to add to Sub-section (7) of Section 53 of the original Act, which reads, ‘the punishment of imprisonment may be inflicted for any term not exceeding two years,’ these words—

‘and may be accompanied with a sentence of dismissal from His Majesty’s Service.’

Clause 6 therefore gives discretion in every case to accompany imprisonment with dismissal. Take, for instance, a charge of embezzlement. It is not now necessarily punishable by dismissal from the Service. I think I am right in saying you cannot accompany the punishment of two years’ imprisonment for embezzlement with dismissal.

LORD C. BERESFORD : Except by court-martial.

DR. MACNAMARA : I am speaking of the punishment of two years’ imprisonment. We say that in every case there shall be discretion to say that a sentence of imprisonment not exceeding two years may be accompanied with a sentence of dismissal from His Majesty’s Service. That is the justification for Clause 6.

DOCUMENTARY HISTORY—NAVAL

MR. CHAMBERLAIN : Does that mean that a man may be dismissed without a court-martial on a sentence inflicted by a commanding officer ?

DR. MACNAMARA : Yes, up to two years.

MR. CHAMBERLAIN : Over two years or under two years ? Is any officer to have power to sentence a man to two years' imprisonment and to accompany that sentence with an order of dismissal from the Service without a court-martial ?

DR. MACNAMARA : I think the summary jurisdiction of an officer only goes up to three months' imprisonment, but if a Court awards two years' imprisonment then we propose it shall be in its discretion to accompany it with a sentence of dismissal.

MR. CHAMBERLAIN : You are now speaking of a court-martial ?

DR. MACNAMARA : Yes.

MR. CHAMBERLAIN : Then this applies only to sentences by court-martial ?

DR. MACNAMARA : I think so, as at the present time the summary jurisdiction does not go beyond three months. But a court-martial may award up to two years' imprisonment for particular offences. It may not say now that the men shall be dismissed from the Service, but we think it desirable that in future it should have that power. I come next to Clause 8. Here we have the necessity for an amendment of the original Act which has been revealed by war experience. Under Section 59 of the original Act a court-martial must be held on board ship ; that is an established rule from which there is no variation. We propose to add these words—

' Unless the Admiralty or the officer who ordered the court-martial in any particular case for reasons to be recorded on the proceedings otherwise direct, in which case the court-martial shall be held at such convenient place on shore as the Admiralty or the officer who ordered the court-martial may direct.'

The reason for that modification will be obvious. In war time it may be necessary for a ship on which a court-martial is being held to go to sea in the middle of the hearing, and therefore that is an impracticable method of dealing with

DOCUMENTARY HISTORY—NAVAL

these cases. Again, you may have to hold a court-martial where for the moment there may not be a ship at all, and in view of these possible disabilities we propose the addition to Clause 8, which I have just read to the House.

MR. T. M. HEALY : Is that against the wish of the accused ?

DR. MACNAMARA : I do not know whether he would have the power to appeal under any other regulation, but if I were asked the question on the matter off-hand I should say 'Yes.'

MR. T. M. HEALY : He might desire to be tried by his own officer on his own ship.

DR. MACNAMARA : The Regulations will not give him that power. As he has not got that power, we are taking nothing away in that respect.

COMMANDER BELLAIRS : Are you taking power to try a man by court-martial anywhere—in London, for instance ?

DR. MACNAMARA : The hon. Member will see the provision in the Bill is this—

'Unless the Admiralty or the officer who ordered the court-martial in any particular case for reasons to be recorded on the proceedings otherwise direct, in which case the court-martial shall be held at some convenient place on shore as the Admiralty or the officer who ordered the court-martial may direct.'

That is the proposal. I put that forward as very urgently necessary, or it may be necessary as a result of experience.

SIR JOHN JARDINE : Will the ordering of the court-martial to take place at any place on shore include the case of foreign States ? For instance, supposing a ship is near or at the coast of an allied State, can the Admiralty or the officer commanding order the court-martial to be held on shore ?

DR. MACNAMARA : I am not sure, and I do not wish to give any answer of which I am not quite sure. In Clause 9 we propose to insert a provision, the absence of which has caused trouble. We propose to adopt the practice already in vogue in the Army under Section 163 (1) (d) of the Army Act. We propose to take power to produce the *Navy List* or the *Gazette*, as evidence of the status and rank of an officer, and to make these documents legal evidence. Section 73

of the original Act provides that where a sentence has been passed by court-martial and the offender is serving it, a second court-martial can impose punishment to commence at the expiration of the previous sentence ; but if the offender is undergoing sentence as the result of summary punishment, then the court-martial cannot impose a sentence until the end of the summary punishment.

LORD C. BERESFORD : Are there to be two courts-martial ?

DR. MACNAMARA : I do not say that. If the offender is undergoing punishment for one court-martial, the next court-martial can make the sentence commence at the end of the first ; but if he is undergoing punishment awarded by the summary jurisdiction, the court-martial sentence must begin after the end of that punishment.

LORD C. BERESFORD made an observation which was inaudible in the Reporters' Gallery.

DR. MACNAMARA : Certainly. In any case the sentence of court-martial could not begin if the offender is undergoing summary punishment. It would have to begin at the moment, whether he serves the whole of the summary punishment or not. We propose to take power, in regard to persons already undergoing summary punishment, that if a court-martial is then held for some other offence the court-martial punishment may commence at the close of the sentence of summary punishment. We propose to take that power by substituting the words 'under this Act' for the words 'by court-martial' in the original Act. Let me explain the reason for that. Supposing you have a man in detention barracks for an offence for which he has been punished by summary jurisdiction, and supposing that, while there, he commits an offence by striking a superior officer, he is court-martialled and under the existing law his punishment by court-martial would have to commence at once. We think it might be desirable to let him finish in that case the punishment inflicted by the summary jurisdiction and commence the court-martial punishment at the end of it.

LORD C. BERESFORD : It is only three months.

DR. MACNAMARA : I know, but we think it better he should finish the punishment and then commence the punishment inflicted by the court-martial. That is the reason for the alteration of the words 'by a court-martial' into 'under this

Act.' Clause 11 makes an interesting proposal which will specially commend itself to everybody. We propose to take power to enable the coming into operation of a sentence to be suspended until the order of committal is issued. That will be effected by the words in Clause 11:—

'The case may at any time and shall, at intervals of not less than three months, be reconsidered by the Admiralty or committing authority, and if on such reconsideration it appears to the Admiralty or committing authority that the conduct of the offender since his conviction has been such as to justify a remission of the sentence, the Admiralty or the committing authority shall remit the whole or any part of it.'

That power will be valuable in the case of good men who, perhaps after a time of great strain, have done something very wrong for the first time in their career. It introduces a kind of probation into the service, which will be of great value in enabling a man to regain his character if by his subsequent good conduct he wipes out the offence for which he has been sentenced. It would also have another effect, although I hope, believe and trust that this will not often arise. If such case arose, it would enable the awarding officer to deal effectively with a man who may conceivably commit an offence and thus secure detention or imprisonment with a view to escaping from distasteful duty. The provision will have a twofold effect. It will enable an order to be made suspending the sentence until the man has performed the distasteful duty, although I believe the most likely application of it will be to enable a man to restore his character. The new proposal deals also with the possible case of the imposition of a new sentence during the time the actual operation of the previous sentence was in suspense. Clause 12 deals with the change of the place of confinement of a prisoner. Under Section 75 of the original Act of 1866, it is for the Admiralty or the Commander-in-Chief on a foreign station to make an order in writing if any change is sought to be made in the place of confinement of any offender in prison or sentenced to be in prison, or detained under the Naval Discipline Act. The necessity of obtaining the approval of the Admiralty at home or the Commander-in-Chief of a

DOCUMENTARY HISTORY—NAVAL

foreign station may involve undesirable delay, so we propose to add to the original Act in Section 75 the words empowering also 'the Senior Naval Officer present' to exercise the power which the original Act gives.

LORD C. BERESFORD made an observation which was inaudible in the Reporters' Gallery.

DR. MACNAMARA: No, I think the Commander-in-Chief at a foreign station will have the only power to determine that. We do not affect his jurisdiction. Under Clause 13 of the Bill we propose to add to Section 90 of the original Act a provision affecting both the Army and the Navy, so that when bodies belonging to either of the Forces are serving with or attached to the other Force, they may be properly subject to the disciplinary control of the senior officer, irrespective of the Force to which he may belong. At present an officer in one Force is not a superior officer within the meaning of the Naval Discipline Act as regards members of the other Force of a lower rank than himself. Under Clause 13 regulations will be framed which will define the conditions in which such power may properly be exercised. Here we are adopting a new provision similar in character to one which has already been added to the Army (Annual) Bill for the purposes of the Army. Section 90 of the original Act makes provision respecting hired ships in His Majesty's service in time of war, and invests the commanding officer of every such hired vessel with the powers which an officer commanding has, in the matter of naval discipline, in respect of the members of the crew of the ship he commands. Under Section 90 of the original Act, if it should arise that a hired ship in His Majesty's service in time of war went to sea, and a deserter, for instance, was left behind, no provision is clearly made for the punishment of such a person. He has signed on for a particular ship, whereas the naval rating agrees to serve in His Majesty's Navy. The distinction between the two terms of service would create, and possibly has created, a difficulty in the sort of case I have suggested. In the case of the deserter belonging to the hired ship his commanding officer has gone, and there is no jurisdiction for bringing him to trial. We propose, therefore, that in the absence of the officer commanding the hired ship, the offender may be dealt with by the officer commanding the ship or vessel, or station, in which he may, for

the time being, be held in custody. I am sorry to have to go into such detail, but I think the subject demands it. I have stated fully the consequences of the clauses in this Bill and their full purpose. The Bill makes an interesting rectification which I have to state to the House. Under the Statute Law Revision Act, 1893, the Preamble to the Naval Discipline Act, 1866, was struck out. These words have been used as a Preamble to every Naval Discipline Act since 1661. These are the words :—

‘Whereas it is expedient to amend the law relating to the government of the Navy, whereon, under the good Providence of God, the wealth, safety and strength of the Kingdom chiefly depend,’

then follow the words,

‘be it enacted,’

and so on. Those words were proposed to be struck out and I have no doubt were struck out, literally and legally, by the Statute Law Revision Act, 1893. Notwithstanding that fact, I have to stand here and say that that Preamble has ever since appeared in the Naval Discipline Act. Clause 15 of this Bill proposes to give due and proper authority for the retention of those words. Clause 15 further gives due and proper authority for the continuance in Section 86 of the original Act of the definition of the terms ‘Admiralty’ and ‘Lord of the Admiralty,’ which definition, curiously enough, was similarly struck out by the Statute Law Revision Act, 1893, but which definition, singularly enough, has continued to appear in print ever since. We now propose in the Bill before the House to give proper authority for its retention.

MR. CHAMBERLAIN: I am quite certain that every one who values the history and traditions of the Navy will welcome the announcement that the famous and moving Preamble used in every old Naval Discipline Act is to be restored by this Bill to its proper position. As regards the general question, I would like to make one observation. There is a tendency on the part of His Majesty’s Government to use too freely the indulgence which the House is anxious to give to them in these difficult times. It was a misfortune for the House, and especially for those Members who have already spoken, that they were obliged to intervene before there had

been any statement from the Minister as to what this Bill was about or what the meaning of these clauses was. The right hon. gentleman very courteously offered his apology to the House. He had been taken by surprise by the rapidity with which business had passed, and he made a very full and frank statement the moment he was ready to rise. I suggest to him that in a Bill of this character, under present circumstances, there is more than usual reason for following a not unusual practice and prefacing to the Bill a memorandum explaining its provisions. The statement which the right hon. gentleman has just made is just that class of statement which, in ordinary times, Ministers, in order to suit their own convenience and to save their own time, put into a memorandum and not into a speech, and the fact that the House is treating Ministers with exceptional indulgence under present circumstances is not a reason for Ministers failing to supply the House with the information they can in the way that is most convenient to the House. I hope the right hon. gentleman and his colleagues will receive that very gentle and mild protest in the spirit in which it is made, and, if they have occasion to introduce legislation of this kind, will circulate a memorandum with the Bill which will give the House an explanation which the Bill itself does not afford.

On one or two specific points raised by the right hon. gentleman I should like to make some observations. First in regard to Clause 1, which amends Section 16 of the previous Act. Section 16 of the original Act is one of a series of seven sections grouped together, and my hon. friend (Sir F. Banbury) and my noble friend (Lord C. Beresford) feared that Clause 1 applied not merely to Section 16, but to Section 10, the first of the sections of the original Act so grouped under a single heading. The right hon. gentleman has made it quite clear that that is not the intention of the Board of Admiralty. I hope he will satisfy himself before he proceeds with the Bill in Committee that he has done nothing in the new Bill to alter Section 10. I speak as a layman and subject to correction on points of drafting, but I think it would be worth while that Clause 1 should be especially stated as modifying Section 16 and having no reference to the other sections of the original Act.

DR. MACNAMARA: That is our view, but the point is a very good one.

DOCUMENTARY HISTORY—NAVAL

MR. CHAMBERLAIN : It will be satisfactory if that is done. Then I turn to Clause 3, which is intended, as explained by the right hon. gentleman, to extend the provisions of the original Act which relate to offences committed on board ship and in other places over which the Admiralty has jurisdiction to places of a type not described or covered in the original Act, but in which the Admiralty now has jurisdiction.

DR. MACNAMARA : Sailors congregate there, but we have not the jurisdiction without altering the Naval Discipline Act which we have in respect to places already mentioned in the Act.

MR. CHAMBERLAIN : I quite understand their desiring to take this power in respect of other premises held by or on behalf of the Crown for naval or military purposes, or in any canteen. But then you go on to say, 'or other place frequented by seamen.' Those are extremely wide words. I do not know what they are intended to cover, but they would apply to the whole City of London.

DR. MACNAMARA : Take a Royal Naval air station.

MR. CHAMBERLAIN : Does not that show that this Bill requires very careful consideration in Committee, and that there is at least a possibility that the Admiralty are doing a great deal more than they are prepared to defend, and, I hope, a great deal more than they intended? A Naval air station would be a place under the jurisdiction of the Admiralty, and it would be premises held by or on behalf of the Crown. But do they mean to apply these words to any public-house in London where seamen who are in London happen to be? Do they mean to apply them to any street in London where a group of seamen may happen to be? The words are so wide that I think the right hon. gentleman must give us a much more exact definition of what I believe the Admiralty want, and what I think they are entitled to ask, than is given in the words as they are here. The one illustration which the right hon. gentleman has given is one on which every one will agree. The words are so wide that wherever you find half a dozen sailors, if there was no naval establishment in the neighbourhood, I believe they would cover that case, and I think that is more than the Admiralty ought to have, and I believe it is more than they have any intention of demanding.

I would make one other observation on Clauses 8 and 9.

The right hon. gentleman said this Bill was not absolutely strictly limited to the new needs arising out of the war, but was in part intended for subsequent regulation of the Navy during times of peace. I am not quite certain how far he includes Clauses 8 and 9 under the one or the other category. He suggests, in regard to Clause 8, the difficulty of holding courts-martial on board ship in time of war, but it seems rather odd that we should legislate in Clause 8 about courts-martial, and in Clause 9 about the Navy, at the very moment when the Government have abandoned the uniform practice of the Service of holding courts-martial, and have abandoned the publication of the *Navy List*. The action of the Admiralty in legislation and in administration does not seem quite consistent, and I should have thought the right hon. gentleman, since he neither publishes a *Navy List* nor will hold courts-martial, might leave Clauses 8 and 9 to be considered at leisure when perhaps the Board will once again give us a *Navy List* and resume the practice of holding courts-martial.

MR. T. M. HEALY: I desire, without in any way criticising the Bill itself, to ask a few questions from the drafting and legal point of view. I think the measure as a whole is satisfactory, but there are one or two questions I wish to ask. The Government proposes to re-enact the words of the Act of 1893, which I am wholly in sympathy with; but I wish to ask for general information whether this Bill has been drafted by the ordinary draftsmen of the Government or by some special person connected with the Admiralty. There is a clause in every Statute Law Revision Bill which provides that, notwithstanding repeal, Acts shall still remain in force as if they never had been repealed, unless in a given eventuality. It is plainly the opinion of the lawyers of successive Governments who have been advising the House that the repeal of the Act of 1892 had no effect, because notwithstanding the repeal they had used the Preamble in every subsequent Naval Discipline Act. Why, then, twenty years after, should we suddenly discover that this repeal has actually taken place? I have known the Courts to hold, notwithstanding formal repeal in the Statute Law Revision Act, that in fact the repealed section was still in full operation. Therefore I feel that this question is one of great nicety, and it is not merely for the purpose of criticising this Bill that

I raise this point, but only by reference to the fact that if you once re-enact this provision every lawyer will say the Navy has found it necessary to re-enact this provision and that the repeal had come into effect notwithstanding that the Preamble had been used in every successive annual Statute. It is only because of the general effect of this proposed repeal that I make this criticism.

Here is another observation of the same kind. There is remarkable provision in Clause 16, Sub-section (2), which I think, perhaps claiming some small experience of watching Acts of Parliament, is novel.

‘ A copy of the Naval Discipline Act, with every such enactment, would be inserted in the place so assigned and with the omission of any portion of that Act directed by the Schedule to this Act to be omitted from that Act, and with the substitution of references to His Majesty for references to Her Majesty shall be prepared and certified by the Clerk of the Parliaments and deposited with the Rolls of Parliament, and His Majesty’s printers shall print in accordance with the copy so certified all copies of the Naval Discipline Act which are printed after the commencement of this Act.’

I am not clear that certain portions of that order are necessary, because if you look at the Interpretation Act you will find that the demise of the Crown is provided for, and surely it is no more necessary in a Naval Act to provide for the case of ‘His’ for ‘Her’ in the case of the demise of the Crown than in the case of any other Act, and therefore I suggest that unless there is some special reason connected with the Navy, this provision is wholly unnecessary. But what is the necessity for the provision in regard to the King’s printers? This constantly arises in connection with the Army Bill. Year after year the new Act is brought into force by the same system of draftsmanship which is, I take it, in existence in connection with the Army Act, but has any one ever seen the provision that the Clerk of the Parliaments shall deposit a certified copy with the Rolls of Parliament? Is not this an entire novelty in procedure in connection with the Acts of Parliament, and if it be a novelty what is the necessity for it? I quite grant that the Govern-

ment have, in connection with this war, to do a vast number of things for which changes are desirable which are necessitated as cases arise, but in the technique of the printing of Acts of Parliament the war has not created any change, and it has not created any change in regard to the printing of Bills and the Rolls of Parliament. Unless some precedent or some special necessity can be cited, I shall enter my protest as a humble student of Statutes against any provision of this kind.

As regards courts-martial, from what the right hon. gentleman has said there is no change whatever made as regards the status of prisoners in the Third Clause of the Bill. I think it is a mere matter of convenience in providing as to the places where courts-martial may be held. While that is so, I would suggest that, as a rule, everybody thinks of the accuser, and of the convenience of the Department, but there are few to speak on behalf of prisoners and accused persons. It is therefore all the more necessary in time of war, when you will not allow wages to be paid under certain circumstances in public-houses, to provide that you shall not appear to degrade the administration of justice by bringing a sailor suddenly into a certain place because there is no other place where he can be tried. I do not object if it becomes an absolute necessity, and if strong necessity can be shown, but I think that in the case of such a grave and reverend assembly as a court-martial it is far better that it should continue to proceed in a place, I will not say of more respectability, but of more orderliness of character. If you once lay down that a court-martial may meet in a canteen, or other rough and ready place of that kind——

MR. CHAMBERLAIN: I would ask the hon. and learned gentleman to look at the clause. I do not understand Clause 3 to deal with places where a court-martial may be held, but rather to deal with the offences which are punishable under the Act.

MR. HEALY: If that is so, of course my observation falls to the ground, and I am obliged to the right hon. gentleman. I simply rose to refer to a drafting point, and I trust that the Government will give it consideration before next stage.

Question put, and agreed to.

NAVAL MARRIAGES BILL

House of Commons, March 8, 1915.

Order for Second Reading read.

Motion made, and Question proposed, 'That the Bill be now read a second time.'

Hansard.

MR. GEORGE LAMBERT (CIVIL LORD OF THE ADMIRALTY) : This is a Bill which has been rendered necessary by the war, and its duration, I may say, is limited to the duration of the war. At the present time the banns for naval marriages are published on board ship, and the marriage therefore just takes place in a parish where a marriage can be solemnised. While the fleets are at sea men cannot be spared so long as to go down to some parish in the country, and therefore the proposal of this Bill is that a marriage may take place in any legal place where marriages may be solemnised in the United Kingdom—that is to say, if the Fleet may be coming into Hull or some other port sailors may go there to be married. In other words, if Jack cannot go to Jill, Jill may come to Jack, and if the formalities have been duly complied with the marriage may be solemnised in any place of worship licensed for that purpose. There is another provision in the Bill—the extension of the time for the validity of banns. Now a marriage must be solemnised within three months of the publication of the banns. Sometimes sailors cannot get away for that time. We propose in this Bill that the period over which the banns may remain valid should be twelve months instead of three. This is a war emergency Bill, and I hope the House will give it a Second Reading.

Question put, and agreed to.

AIR ATTACK ON OSTEND

The Secretary of the Admiralty makes the following announcement :—

Wing-Commander Longmore reports that an air attack on Ostend was carried out yesterday afternoon by six aeroplanes of the Naval Wing. Of these, two had to return owing to the petrol freezing.

The remainder reached Ostend, and dropped eleven bombs

Times,
March 9,
1915.

on the submarine repair base and four bombs on the Kursaal, the headquarters of the military.

All machines and pilots returned.

It is probable that considerable damage was done. No submarines were seen in the basin.

The attack was carried out in a fresh N.N.W. wind.

THE CASE OF THE S.S. *PAKLAT*

Times,
April 20,
1915.

We have received through the Press Bureau copies of communications which have passed between the Foreign Office and the United States Ambassador in London on the subject of the seizure of the German steamer *Paklat*, which was arrested by British warships last autumn while conveying German refugees from Tsing-tau to Tientsin.

The German communication took the form of a Note Verbale forwarded through the United States Embassies in Berlin and London, and dated Berlin, March 8 (1915).

'Before the siege of Tsing-tau was started, the German steamer *Paklat* had been ordered by the Governor of Tsing-tau to transport the women and children from there to Tientsin. The steamer was given a certificate by the Governor as to the purpose of her trip, and she was carrying the white flag. None the less, she was stopped during her voyage by British men-of-war and was brought to Wei-hai-wei. At the latter place, the women and children had to embark on a small freight steamer, while the steamer *Paklat* was taken to Hong-Kong, where the Prize Court there has pronounced her confiscation.*

'This procedure against the ship involves a serious violation of the international law, according to which vessels entrusted with humanitarian missions are exempt from seizure by hostile marine forces (see also Article 4 of the Eleventh Convention of The Hague concerning certain restrictions in the exercise of the right of capture in maritime war, of October 18, 1907).†

* [The *Paklat* was condemned by the Prize Court at Hong-Kong on April 22, 1915.]

† [The terms of this Article are as follows:—Vessels employed on religious, scientific, or philanthropic missions are likewise exempt from capture.]

'The German Government energetically protest against the violation of this rule of international law which is in the interest of humane warfare, and ask the speedy release of the steamer *Paklat*.

'It would be grateful to the American Embassy if the latter would cause the foregoing to be brought to the attention of the British Government.'

Sir Edward Grey replied on March 30, through Mr. Page, the American Ambassador in London, as follows :—

'I duly received the Note which you were good enough to address to me on the 18th instant, transmitting a Note Verbale from the German Government, in which they protest against the seizure and condemnation of the German S.S. *Paklat*, as being in contravention of Article 4 of Convention No. XI., signed at The Hague in 1907.

'So far as His Majesty's Government are aware, judgment on the vessel has not yet been pronounced by the British Prize Court at Hong-Kong, before which she was brought for adjudication on the 2nd December last. The further hearing of the case was then adjourned on the application of the owners of the ship, in order to permit of a full consideration of their contention that she was exempt from condemnation in virtue of the provisions of the Convention quoted above.

'His Majesty's Government are of opinion that the ship is liable to condemnation, since Article 4 of the Convention to which the German Government refer does not apply to cases such as that now under consideration. This appears to be made clear by the extract from the Report on the labours of the Fourth Commission (sub-Annexe 10 to Protocol of Seventh Plenary meeting), of which I have the honour to enclose a copy. In the view of His Majesty's Government the conveyance of women and children from a fortress which was about to be besieged (an action which would have the effect of increasing the power of resistance of the fortress) cannot be regarded as a philanthropic mission within the meaning of the Article ; and it would indeed appear that the *Paklat* might more properly be considered as being employed on a service connected with the operations of war, which would, as the Report points out, be sufficient to deprive a vessel of any privileges which she might otherwise be entitled to under the Article in question. The question whether the

ship is exempt from condemnation in virtue of these provisions is, however, essentially one for the Prize Court to determine after due consideration of the circumstances of the case.

‘I must confess that I have received the protest of the German Government in this case with considerable astonishment. It will be within your Excellency’s recollection that the French vessel *Amiral Ganteaume*,¹ which was conveying refugees to England, was torpedoed by a German submarine in the English Channel some months ago. No opportunity was given to the passengers to escape in the ship’s boats, and it was not owing to any act of the commander of the submarine that the lives of all on board were not lost.

‘I cannot refrain from calling your Excellency’s attention to the difference in the treatment accorded to these two vessels. The *Paklat* was taken into a British port and the refugees on board forwarded to their destination, the vessel being brought for adjudication before a British Prize Court, where the owners are being afforded every opportunity of putting forward their claim to exemption from condemnation; the *Amiral Ganteaume* was torpedoed at sight without any regard to the laws of war or the dictates of humanity.

‘In view of the protest of the German Government, their contention would appear to be that they are entitled to sink without notice a French merchant ship carrying refugees and at the same time to protest against the validity of the capture of a German ship engaged on a similar errand being investigated and decided by a Prize Court. I am content to leave this contention without further comment.’

The following is a translation of the French text of the extract from the Second Hague Convention, in interpretation of Article 4, appended to Sir Edward Grey’s reply :—

‘The terms of this article, which originated in a motion by the Italian delegates, are in conformity with the usage for which the La Pérouse Expedition furnishes one of the best-known precedents. The consecration of the principle of immunity could not give rise to any objections, and was adopted unanimously. It did not appear necessary to state afresh in the text the conditions upon which enjoyment of this immunity depends. It is clear that this favour is granted only on condition of non-participation in operations of the war; in order to avoid all difficulties the State whose flag

¹ [See
Naval I,
pp. 344-5.]

is flown by the ship in question will have to abstain from implicating it in any service of a warlike nature. The favour granted to the vessel confers upon it a sort of neutral character, which continues until the end of hostilities, and debars it from changing its destination.'

NOTICES TO MARINERS

(No. 164 of the year 1915)

NORTH SEA, RIVER THAMES, AND ENGLISH CHANNEL

(Information with regard to Lights, Light Vessels, and Pilotage)

*Former Notice (No. 1823 of 1914 *) hereby cancelled*

I. A light-vessel with 'No. 9' painted on the sides and showing a Gp. Fl. (4) *white* light is moored off Beachy Head in latitude $50^{\circ} 39' 25''$ North, longitude $0^{\circ} 09' 20''$ East. This vessel will be withdrawn as soon as possible without further notice. With the above exception, the main coast lights and fog-signals on the English coast between Selsea Bill and Deal are now in the same condition as they were previous to the outbreak of the war.

L.G.,
March 9,
1915.

II. The following Orders as to Compulsory Pilotage between the Downs and Great Yarmouth made under the Defence of the Realm (Consolidation) Regulations, 1914, will come into operation at 6 A.M. on the 10th March 1915.

1. All ships (other than British ships of less than 500 tons gross tonnage, when trading coastwise and not carrying passengers) whilst bound from, and whilst navigating in the waters from the Downs Pilot Station to Gravesend or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

2. All ships (other than British ships of less than 500 tons gross tonnage, when trading coastwise and not carrying passengers) whilst bound from, and whilst navigating in the waters from the Downs Pilot Station to Great Yarmouth or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

3. All ships (other than British ships of less than

* [This notice will be found in *Naval* 2, p. 419, but its number '1823 of 1914' was there inadvertently omitted.]

DOCUMENTARY HISTORY—NAVAL

3500 tons gross tonnage, when trading coastwise and when not carrying passengers) whilst bound from, and whilst navigating in the waters from Gravesend to Great Yarmouth or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

4. All ships (other than British ships of less than 3500 tons gross tonnage, when trading coastwise and when not carrying passengers) whilst navigating in the waters from Gravesend to London Bridge or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

5. The Trinity House Pilot Station at Dungeness having been discontinued, pilotage is therefore not compulsory between the Downs Pilot Station and Dungeness, except for ships bound into or out of the Harbours of Dover and Folkestone.

III. By 6 A.M. on the 10th March 1915, Trinity House Pilot Stations will be established at the under-mentioned places, and merchant vessels not under compulsion of pilotage are very strongly advised to take pilots :—

(a) The Downs, where ships proceeding north can obtain pilots capable of piloting as far as Great Yarmouth ; and also pilots for the River Thames, and for Folkestone and Dover harbours. The pilot steamers attached to the Downs Station will cruise in the vicinity of a position two miles south-east of Deal Pier.

(b) Great Yarmouth, where ships from the North Sea bound for the River Thames or the English Channel can obtain pilots capable of piloting as far as the Downs.

The pilot steamer attached to the Great Yarmouth Station will cruise between the Corton Light-vessel and the South Scroby Buoy.

(c) The Sunk Light-vessel, where ships crossing the North Sea between the parallels of $51^{\circ} 40'$ and $51^{\circ} 54'$ North latitude, but *no others*, can obtain pilots for the River Thames and the Downs.

(d) Pilots can also be obtained at London and Harwich for the Downs and Great Yarmouth (including the River Thames and approaches).

Note.—The pilot stations at Dover and St. Helens (I.W.) will be discontinued on the same date.

DOCUMENTARY HISTORY—NAVAL

The pilots referred to in this Notice are the pilots licensed by the London Trinity House and no others.

IV. RIVER THAMES.—All traffic into and out of the river Thames must pass through the Edinburgh Channels, or through the Black Deep south of the Knock John and Knob Light buoys, and through the Oaze Deep, until further notice.

No vessels are to remain under way in the above-mentioned Channels inside the Sunk Head Light-buoy, or within a line joining the positions of the South Long Sand and East Shingles buoys, between the hours of 10 P.M. and 4 A.M.

Vessels at anchor within these limits must not exhibit any lights between the hours of 10 P.M. and 4 A.M.

All other Channels are closed to navigation.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer.*

Hydrographic Department, Admiralty,

London, 8th March 1915.

(No. 165 of the year 1915)

ENGLAND—EAST COAST

River Humber—Pilotage

Former Notice (No. 108 of 1915) ¹ hereby cancelled

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following instructions respecting Pilotage of the River Humber are now in force :—

L.G.,
March 12,
1915.
¹ [See
Naval 3,
p. 237.]

Until further notice, the outer pilot station of the Humber Pilotage District will be in the neighbourhood of the Bull Light-vessel.

All vessels proceeding into or out of the Humber must be navigated by way of Hawke and Sunk roads, passing to the northward of the Bull Light-vessel.

All vessels, irrespective of draught, size and nationality, bound to or from any place above Grimsby must be conducted by licensed pilots over the whole or any part of the waters between Hull and the Outer Pilot Station.

In the cases of British vessels employed in the Coasting

DOCUMENTARY HISTORY—NAVAL

Trade of the United Kingdom, of British fishing vessels, and of British vessels of less than six feet draught of water, if bound between Grimsby and the sea, pilotage by licensed pilots will not be insisted upon.

During the hours of official night, and during fog, no vessel should enter or remain within a radius of 5 miles from the Spurn Light-vessel.

A vessel should not approach the Humber unless there is sufficient time available to enable such vessel to obtain a pilot, if one is necessary, and to proceed to her destination or to a position in which she is permitted to anchor, before the commencement of official night.

No vessel should anchor whilst awaiting a pilot.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer.*

Hydrographic Department, Admiralty,

London, 8th March 1915.

AMERICAN COTTON CARGOES

Washington, March 8.

In order to meet the temporary conditions arising out of the fact that certain Americans have already contracted for delivery of American cottons in neutral countries in Northern Europe, Sir Cecil Spring Rice has made a statement to the effect that, 'while there is no question of the confiscation of cotton cargoes that may come within the scope of the Order in Council to be issued, the following arrangement has been arrived at in London as to cotton consigned to neutral ports :

'(1) All cotton for which contracts for sale and freight engagements were already made before March 2 will be allowed free passage (or bought at contract price if stopped) provided that the ships sail not later than March 31.

'(2) Similar treatment will be accorded to all cotton insured before March 2, provided it is put on board not later than March 16.

'(3) All shipments of cotton claiming the above protection to be declared before sailing, and documents are to be handed

to, and certificates obtained from, Consular officers and other authorities fixed by the Governments. Ship cargoes consigned to enemy ports will not be allowed to proceed.'

Regarding the last sentence it is explained that where shipment was made before the announcement of the British intention to stop all supplies for Germany, the cotton cargo will be taken by Great Britain at invoice value.—*Reuter*.

BRITISH SHIPS (TRANSFER RESTRICTION) BILL

House of Lords, March 9, 1915.

Order of the Day for the Second Reading read.

Hansard.

The UNDER-SECRETARY OF STATE FOR THE COLONIES (LORD ISLINGTON): My Lords, the short Bill to which I ask your Lordships to give your approval this evening is an emergency measure and is to have effect only during the continuance of the war, the object of the Bill being to make quite clear that no British ship may be transferred from the British Register to a foreign flag without the consent of the Government. During the periods of peace ships can be sold to foreigners like any other commodity, and are merely regarded as being removed from the British Register and transferred to that foreign country. But it has been brought home more and more as the war proceeds that it is necessary to exercise a very strict control on the transfer of British ships to any foreign flag. We do not want, by allowing transfer to a neutral flag, either directly or indirectly to offer advantage to our enemies.

This Bill is merely an extension of an Act already in force which was passed some months ago to prohibit the export from the United Kingdom of any British ship. It is an extension because it not only prohibits the transfer of a British ship from any port in the United Kingdom but also from any abroad, except subject to the consent of the Government; and when it is in operation instructions will be given to our Consuls in those foreign ports to see that it is strictly enforced. Anybody who attempts to transfer without such consent will be subject, as may be seen in a clause in the Bill, to a severe penalty. By the schedule, British India and our Dominions are excluded from the Bill, but concurrent legislation is being passed to the same effect in each of those parts of the world. The Bill is necessary to make the legal

position quite clear. It will have but little effect in practice, because the Board of Trade last December issued a notice to all owners inviting them to state whether they had in contemplation the sale of any ships, and the Board of Trade found that owners have been most willing to recognise the necessity during the war of a strict restriction of transfer. Therefore very little trouble has ensued. Speaking generally, I may say in regard to this Bill that no hardship will fall on the shoulders of a British shipowner during the continuance of the war by this restriction. The Bill has already passed through all its stages without amendment in another place, and with, indeed, little discussion; and I would ask your Lordships not only to give it a second reading this evening but to allow it to pass through its other stages.

Moved, That the Bill be now read *2a*.—(*Lord Islington.*)

On Question, Bill read *2a*.

Committee *negatived*: Then (Standing Order No. XXXIX having been suspended) Bill read *3a* and *passed*.

INTERNATIONAL LAW

House of Commons, March 9, 1915.

Hansard.

SIR WILLIAM BULL asked the Prime Minister (1), in view of the fact that, because of the absence of common and universal agreement thereto, neither the Declaration of Paris, 1856, nor The Hague Conventions, 1907, nor the Declaration of London, 1909, have become part of the Law of Nations, do His Majesty's Government propose to repudiate and to withdraw from all obligation to be bound by those instruments; and (2) having regard to the fact that the second article of the Declaration of Paris of 1856 declares that the neutral flag covers enemy's merchandise with the exception of contraband of war, and that His Majesty's Government nevertheless propose to detain and take into port neutral ships carrying enemy goods, and therefore in effect repudiate that article of the Declaration of Paris, whether His Majesty's Government propose to denounce and repudiate the Declaration itself?

THE PRIME MINISTER: The answer to these questions is in the negative. All that is necessary to be done in order to carry out the decision recently announced will be effected by an Order in Council which is about to be issued.¹

¹ [See p. 154.]

DOCUMENTARY HISTORY—NAVAL

NAVAL DISCIPLINE BILL

Considered in Committee.

[MR. MACLEAN in the chair.]

CLAUSE I.—(*Punishment for Striking, etc., Superior Officer*)

A sentence of death shall not be passed on a person subject *ibid* to the Naval Discipline Act for striking, or with any weapon attempting to strike, or drawing or lifting up any weapon against, his superior officer, and accordingly for Section 16 of that Act the following section shall be substituted :—

‘ Every person subject to this Act who shall strike or attempt to strike, or draw or lift up any weapon against, or use or attempt to use any violence against, his superior officer, whether or not such superior officer is in the execution of his office, shall be punished with penal servitude or such other punishment as is hereinafter mentioned.’

The PARLIAMENTARY SECRETARY TO THE ADMIRALTY (DR. MACNAMARA) : I think it is due to the Committee to explain precisely what the scope of this clause is. I endeavoured to explain yesterday that it relates to Section 16 of the original Act only. That section provides that the maximum penalty for striking or attempting to strike a superior officer with a weapon when engaged in the execution of his office is death, and that the maximum penalty is penal servitude for striking or attempting to strike otherwise than with a weapon, or for using or attempting to use violence against a superior officer in the execution of his office, and that penal servitude is the maximum penalty for striking or attempting to strike without a weapon, or using or attempting to use violence against a superior officer not being engaged in the execution of his office. For that Section 16 we substitute this Clause 1, which makes in every such case penal servitude the maximum penalty. As I pointed out, there might be cases in which the matter might be dealt with summarily, and the commanding officer could give a maximum of two months' imprisonment. Of course, he might ask for a court-martial and proceed to make a charge, and the noble Lord (Lord C. Beresford) and, I think, the right hon. gentleman (Mr. Chamberlain) asked how that would affect death being

DOCUMENTARY HISTORY—NAVAL

the maximum penalty in other parts of this Act. That is a question I wish to bear in mind. Death would remain the maximum penalty under the Act for misconduct in the presence of the enemy, and also under Clause 2 (absence without leave in time of war). Clause 3 (offences punishable under the Act). I am assured that this modification of Clause 16 does not affect in any way the clauses which I have named. In these cases death remains the maximum penalty.

LORD C. BERESFORD: May I ask the right hon. gentleman where he intends to put this in the Naval Discipline Act?

DR. MACNAMARA: In the 1886 Act there is a line printed as amended. We shall put that line at the top. We shall, as the result of the amendment, include these emendations. In place of Section 15 there will be this Clause 1.

Clause ordered to stand part of the Bill.

CLAUSE 3.—(*Offences Punishable under the Act*)

In Section 46 of the Naval Discipline Act, which defines the cases in which offences are triable by court-martial, after the words 'in any arsenal, barrack, or hospital belonging to Her Majesty' there shall be inserted the words 'or in any other premises held by or on behalf of the Crown for naval or military purposes, or in any canteen or other place frequented by seamen which may be prescribed by the Admiralty.'

Motion made, and Question proposed, 'That the Clause stand part of the Bill.'

DR. MACNAMARA: I should explain that Section 46 of the original Act sets out a large number of offences for which sailors may be punished, whether they are offences against the ordinary law or naval law. This proposal will apply to these cases. Both the noble Lord the Member for Portsmouth (Lord C. Beresford) and the hon. and learned Member for Cork (Mr. T. M. Healy) called attention to the phrase, 'or in any other premises held by or on behalf of the Crown for naval or military purposes, or in any canteen or other place frequented by seamen which may be prescribed by the Admiralty.' They objected to these words on the ground that we were taking rather too wide power. I felt the force of the criticism, and I am quite sure that hon. Members who have followed the debate share the general desire which

DOCUMENTARY HISTORY—NAVAL

was expressed by my hon. friends yesterday. Nevertheless, in order that there may be no misunderstanding, I propose to make an amendment on the clause I moved, to leave out the words, 'or other place frequented by seamen,' and to insert instead thereof the words 'sailors' home or other place of recreation placed at the disposal of or used by members of His Majesty's Navy.' I understand that there may be cases where we may need jurisdiction in certain circumstances.

MR. HEALY: Will the word 'canteen' remain in?

DR. MACNAMARA: Yes, Sir.

MR. HEALY: It is a remarkable thing that the teetotallers in the House, who are so angry about men in the trenches having to stand the horrors of war and the stench of shell, should object to a court-martial being held in a canteen. I am very glad that the right hon. gentleman has seen his way to make the change which he has proposed. I would expect the poor men, who are nearly dead, would be glad to get a little glass of grog.

LORD C. BERESFORD: I think this addition to the clause is a very great improvement. The real improvement in it will be that it will keep the jurisdiction in our own hands without having to go to the Civil Courts.

MR. CHANCELLOR: I think the hon. Member for Cork (Mr. Healy) misunderstands the attitude of teetotallers in regard to these matters. We do not object to any soldier being given rum if he asks for it. What we object to is that those who are total abstainers should have intoxicants practically thrust upon them. We wish that they should be treated on an equality with others.

Amendment agreed to.

Clause, as amended, ordered to stand part of the Bill.

CLAUSE 6.—(*Power to inflict Dismissal in Addition to Imprisonment*)

A sentence of imprisonment may be accompanied by a sentence that the prisoner be dismissed from His Majesty's Service, and accordingly at the end of paragraph (7) of Section 53 of the Naval Discipline Act, there shall be inserted the words 'and may be accompanied with a sentence of dismissal from His Majesty's Service.'

Motion made, and Question proposed, 'That the Clause stand part of the Bill.'

Dr. MACNAMARA: I wish to make a correction in an answer which I gave yesterday¹ to the right hon. gentleman the Member for West Birmingham (Mr. Chamberlain). The right hon. gentleman asked:—'Does that mean that a man may be dismissed without a court-martial on a sentence inflicted by a commanding officer?' To that I replied:—'Yes, up to two years.' Then the right hon. gentleman asked:—'Over two years or under two years? Is any officer to have power to sentence a man to two years' imprisonment and to accompany that sentence with an order of dismissal from the Service without a court-martial?' To that I replied:—'I think the summary jurisdiction of an officer only goes up to three months' imprisonment, but if a Court awards two years' imprisonment, then we propose it shall be in its discretion to accompany it with a sentence of dismissal.' The former answer I gave is incorrect, and I take this opportunity of correcting it.

Clause ordered to stand part of the Bill.

CLAUSE 8.—(*Place for Holding Courts-Martial*)

At the end of Section 59 of the Naval Discipline Act, which requires courts-martial to be held on board ship, the following words shall be added, 'unless the Admiralty or the officer who ordered the court-martial in any particular case for reasons to be recorded on the proceedings otherwise direct, in which case the court-martial shall be held at such convenient place on shore as the Admiralty or the officer who ordered the court-martial may direct.'

Motion made, and Question proposed, 'That the Clause stand part of the Bill.'

Dr. MACNAMARA: The general desirability of not departing from the established practice of holding a court-martial on board ship was expressed by the noble Lord. He objected to the Court being transferred to any out of the way or distant place. He did not wish an accused person to be dragged to London. We never had that in mind, and I move as an amendment, after the word 'held,' to insert the words, 'at a port.'

LORD C. BERESFORD: This is a very good amendment.

¹ [See p. 62.]

DOCUMENTARY HISTORY—NAVAL

No doubt, in the circumstances of this war, it might be necessary to hold a court-martial when a ship was away. In war time there would be at a port officers qualified to hold courts-martial. I am sure the Service will be glad of this amendment.

MR. HEALY : May I ask whether the interest of an accused person will be prejudiced by the shifting of the tribunal? A man might prefer to be tried by his own officers. I can understand a sailor desiring to be tried by his own officers—men who have known him all the time he has been in the Service. Is it absolutely clear that a change of the tribunal, if it takes place, will not prejudice him?

DR. MACNAMARA : I think the hon. and learned gentleman is under a misapprehension. Any rights an accused man might have under the established law and the King's Regulations would not be prejudiced by the holding of the court-martial at a port.

LORD C. BERESFORD : The hon. and learned gentleman (Mr. Healy) has expressed a view, very kind and sympathetic to the prisoner. I would point out that men are never tried by their own officers. They are tried by naval officers. They can ask for an officer of their ship to come and give evidence of good character, but accused men are really tried by officers of other ships. In the case represented by the hon. and learned Member, there could be no prejudice whatever, the Court would be held under the same circumstances of naval law.

MR. R. M'NEILL : How would the clause as amended affect the case if the ship was in a foreign port? Would it be open to hold the court-martial in a foreign port? I understand that those on board a British ship are legally on British territory. I want to know whether the clause as proposed to be amended will enable a British subject to be tried in a foreign port?

DR. MACNAMARA : The question is a very important one. I think an accused person could be tried at a Colonial port, but I do not think he could be tried in a foreign port under this clause as amended.

MR. PETO : May I suggest that the clause should be amended so that the court-martial could be held at any port in His Majesty's Dominions.

DR. MACNAMARA : I will take care that the point shall have consideration, and, if necessary, whatever amendment may be desirable shall be made.

MR. R. M'NEILL : It is rather important to make the matter perfectly clear, because difficult questions might arise in certain circumstances and in reference to certain points. For instance, in the case of an Egyptian port it might be difficult to say whether under the present status of Egypt such a port was or was not under the jurisdiction of His Majesty. It ought to be made quite clear exactly where a court-martial could or could not be held.

DR. MACNAMARA : I agree that the point should be looked into.

LORD C. BERESFORD : The Court could not be formed in any foreign port. We should not have any naval officers there doing duty for the Fleet, but if the right hon. gentleman puts that in it would make the thing quite clear.

Question, 'That those words be there inserted,' put, and agreed to.

CLAUSE 14.—(*Discipline on Hired Ships in Time of War*)

At the end of paragraph (5) of Section 90 of the Naval Discipline Act, which relates to discipline upon hired ships in His Majesty's service in time of war, there shall be inserted the words 'Provided that in the absence of the officer commanding such hired vessel, the officer commanding the ship or vessel or station in which such person may for the time being be held in custody shall have such power as aforesaid.'

MR. PETO : The right hon. gentleman has said that Section 90 of the original Act, which makes provision in respect of hired ships in His Majesty's service in time of war, invests the commanding officer of every such hired vessel with the powers of a commanding officer in the matter of naval discipline in respect of members of the crew. I wish that was an absolutely accurate statement of the effect of Section 90, but the effect of what the right hon. gentleman says is qualified by the fact that the hired vessel in question must be either commanded by an officer of the Navy, or be an armed vessel.

DR. MACNAMARA : I said in His Majesty's service.

MR. PETO : Would not the hired ship be in His Majesty's service even if it was not an armed ship and did not happen to

be commanded by a naval officer? The question has arisen about the transports and the discipline upon them. It is one to which I have called the attention of the right hon. gentleman, and which has been brought much more authoritatively to his notice by the memorial of the very large number of officers commanding these hired transports. I could no doubt move an amendment, but I did not like to do so. I only take the opportunity of asking the right hon. gentleman that the Board of Admiralty should consider very seriously whether during the remaining period of the war these hired vessels, which are in fact transports constantly carrying a very large number of troops, should be commanded by officers of the Navy or of the Royal Naval Reserve, and therefore brought under the terms of Section 90 which it is here proposed to amend. I am quite convinced that if that could be done it would be an enormous relief to those who have to undertake this responsible duty of the safe-conduct of His Majesty's forces over seas.

CLAUSE 15.—(*Revival of Parts of Naval Discipline Act*¹)

¹ [See
p. 146.]

So much of the Statute Law Revision Act, 1893, as repeals the Preamble to, and part of Section 86 of, the Naval Discipline Act shall cease to have and shall be deemed never to have had effect.

MR. HEALY: I desire to ask a question on this clause. I have a most vivid recollection of the Statute Law Revision Act of 1893. In that Act there is a provision that the Preamble of the Naval Discipline Act shall stand repealed, and the Government after twenty-two years propose to repeal that repeal and declare that the Preamble has never been repealed, whereas the very forcible draftsmen or printers of the Naval Discipline Act have never regarded the repeal as having any effect at all, and they bring in a drag-net clause into every one of their Bills providing that in spite of that repeal there is to be no repeal whatever. If there is anything that would produce want of respect for the law and for lawyers, it is the system of Statute Law Revision whereby you solemnly repeal all the laws. I remember when there was a proposal to repeal Magna Charta, made in this House by some person of a repealing mind who said that it was obsolete, but by a vigorous effort the proposal was stopped. When I sat on a Committee

on Statute Law Revision, of which the present Prime Minister was a member, there was a proposal made that the priority of salary of the Lord Chief-Justice should stand repealed, and the Prime Minister made an emphatic protest against that repeal taking place, and with great difficulty succeeded in preserving that most splendid relic of the Constitution. Here we have the most absolute absurdity demonstrated, not merely to this House, but to the public, and I ask what respect there can be for lawyers or for legislation when it is proposed here to repeal the repeal of a Preamble which every lawyer concerned in it for the last twenty-two years has never deemed to be repealed at all.

It is certainly one of the most curious instances connected with legislation. For twenty-two years, notwithstanding the repeal of the Preamble of the Naval Discipline Act, you have ignored the repeal, and this couple of sentences has continued, as I understand, to ornament and adorn the forefront of these Bills. Why should we now in a time of war suddenly wake up to the consciousness that this repeal, of which nobody hitherto has taken the smallest notice, has taken effect. I always wish to meet Treasury clerks to see what sort of persons they are. One would like to meet the kind of man who has discovered this, and who sat up for nights, I suppose, planning that he would give the House of Commons some judicial entertainment by suddenly providing that the ghost of this repeal shall be finally laid by a Statute declaring that the repeal has never taken place at all. I would like to meet the gentleman responsible. Read the clause, I think it is a classic instance :

‘So much of the Statute Law Revision Act, 1893, as repeals the Preamble to and part of Section 86 of the Naval Discipline Act shall cease to have and shall be deemed never to have had effect.’

Whoever drew that had the courage of his convictions. What is the fact? That everybody connected with the Navy has insisted upon this Preamble continually, as if no repeal had taken place at all.

Why cannot you leave it so? Because you have really this position : So far as my experience in Courts of Law has gone, every time you said to a Court that the Statute Law Revision Act has repealed a particular provision, the Courts took no

notice of it. I remember complaining that no attention was being bestowed on the revision of the Irish Statute, and, for my sins, the then Government, about twenty-five years ago, appointed a man who has mottled and dappled Irish legislation, so that when you require to consider the effect of bankruptcy laws, land laws, and other things of difficulty and doubt, nobody can construe the Statute Law Revision, and consequently the Irish Courts have come to the sensible resolution that they will pay no heed whatever to the Statute Law Acts. I remember Lord Chancellor Ashbourne asking me, 'Why on earth does the House of Commons pass such Statute Law Acts?' and I said that they were intended as a codification of the law, in order to make the law clear to the working man. That is the only explanation which I have ever been able to get of this system of legislation. To pass this section now would mean a legislative declaration by the Government that the Statute Law Revision Acts have force, because they themselves, having refused to recognise the force of the Statute Law Revision Acts, now find it necessary to declare, as they do by this clause, that in fact they believe that they have had force, whereas it was known to every one that they had no force whatever.

Therefore, when by the blundering of the gentlemen connected with the Statute Law Revision some Act is repealed, you can always say 'that is a blunder and the drag-net section will cover it, and therefore no harm has been done.' But can you do that now? Because the moment you say, 'Oh, the Government for twenty-two years never took any notice of the repeal and they put the Preamble forthwith into the section,' then it would be said immediately by somebody that there was a revival and a re-enactment. When you yourselves have given no effect to the repeal you should not now prejudice other legislation by this proposal. I have no doubt whatever of the reason of the repeal. This is only a dive back to the past. In the old days there used to be a question that the Preamble could be postponed, and you could debate that. Then there was a Standing Order passed that the Preamble should stand proposed with the Question. Then as Preambles had gone out of fashion, it was possible, under the Navy Acts, I take it, to have a debate on the Preamble, and so it came under the notice of the naval law

revisor and he abolished it altogether for the sake of what he thought was parliamentary convenience, and when he had done that the Navy, with glorious persistency, treats the repeal as having had no effect whatever. We have lived in that happy state of things for twenty-two years, and now, in the midst of a vast war with the Teuton or the Hun, or whatever he is called, supposed to be threatening at our gates, we declare that we shall run up the flag once more, and that the glories of the Navy shall stand blazoned upon our banners, notwithstanding the repeal of the Preamble of the Naval Discipline Act. I only hope that the gentleman responsible in doing what he has done in this case will not leave for future times a puzzle for lawyers like the puzzle which was propounded in the case of the fly in the amber, as to how the mischief he got there.

SIR J. SIMON : Whatever else the Naval Discipline Act has produced, all of us are grateful that it should have produced the speech of the hon. and learned gentleman. He has told us a number of things which we are greatly interested to know, including the part which he has played in appointing those officials who in Ireland look after the revision of the Statutes, and also his opinion of the law. But my immediate reason for rising was this: he said that he wants to see the man who will admit that he has got any sort of responsibility for putting this clause in this Bill at this time. I am, I hope, a reasonably retiring person, but, that request having been made, I feel it necessary to stand up and say that I am the man. We have enjoyed the hon. and learned gentleman's review of the Statute Law Revision Act, but I am sorry to say that I do not entirely share his view that it could have no effect on anything whatever. Ireland, indeed, is a fortunate country in many ways, but in no way so fortunate as in matters of this kind; at any rate, last Monday, in our own courts here, a judgment was being considered with respect to which I had to argue. It was given by three judges of our own High Court, a short time back, in which they agreed unanimously that a section in another Statute Law Revision Act had, in fact, altered a very important part of the prerogative of the Crown. I am glad to say that before the Court of Appeal we found that to be groundless, and we restored ourselves to the position in which we were before. There are

two reasons why this section should be put in, and I hope they will commend themselves to the House. The first is, at any rate in the view of those who are responsible for advising the Admiralty, that there is some doubt as to whether the Statute Law Revision Act here referred to has not thrown doubt upon some decisions already given by the Admiralty authorities in respect of courts-martial. Everybody will agree that when you are administering naval discipline through naval courts-martial you do not want a court-martial to be upset on the ground of a pure technicality. That is one reason why the clause is put in at this time. There is another reason. Generally speaking, the Preamble of an Act of Parliament is found very dreary reading, more dreary than the enacting clause, and the more we get rid of those Preambles of old Statutes I dare say the better; but there is one exception, and it is that which is traditionally to be found in the Naval Discipline Act. Its pedigree goes right back to Charles the Second, and it is a simple and splendid Preamble which existed until the Statute Law Revision Act, framed by those who cared nothing for these things, cut it out of the Statute Book. I think it is proper that we should restore it:—

‘Whereas it is expedient to amend the law relating to the government of the Navy, wherein under the good providence and protection of God, the wealth, safety, and strength of the Kingdom is so much concerned.’

I do not think we are in the least to be reproached, even in the event of war, because, when we had on various urgent matters to improve and amend the law with respect to naval discipline, we should, in set terms, restore to the Statute Book that traditional and splendid expression, ‘Wherein under the good providence of God.’ I am the guilty person who has put in this provision, and I ask the House to accept it.

Clause ordered to stand part of the Bill.

CLAUSE 16.—(*Printing and Construction of Naval Discipline Act*)

(1) Every enactment and word which is directed by this Act to be substituted for or added to any portion of the Naval Discipline Act shall form part of that Act in the place assigned to it by this Act, and the Naval Discipline Act,

and all Acts which refer thereto, shall after the commencement of this Act be construed as if that enactment or word had been originally enacted in the Naval Discipline Act in the place so assigned, and, where it is substituted for another enactment or word, had been so enacted in lieu of that enactment or word, and as if the Naval Discipline Act had been enacted with the omission of any enactment or word which is directed by the Schedule to this Act to be omitted from that Act, and the expression 'this Act' in the Naval Discipline Act shall be construed accordingly.

(2) A copy of the Naval Discipline Act with every such enactment and word inserted in the place so assigned, and with the omission of any portion of that Act directed by the Schedule to this Act to be omitted from that Act, and with the substitution of references to His Majesty for references to Her Majesty shall be prepared and certified by the Clerk of the Parliaments and deposited with the rolls of Parliament, and His Majesty's printers shall print in accordance with the copy so certified all copies of the Naval Discipline Act which are printed after the commencement of this Act.

MR. HEALY: Perhaps the right hon. and learned gentleman will give some explanation of Sub-section (2). It is a most desirable thing in the case of such complicated provisions as these. I only want to know, as in the case of the Army Act, how it becomes necessary in the Navy Act. If the right hon. and learned gentleman is not prepared to reply now, perhaps he will give a reply on the Report stage.

SIR J. SIMON: In the case of the Army Act it has been for many years the custom to reprint all the amendments made, so that those who wished to see those amendments might have them inside the four corners of one document. That has, in fact, been provided by Statute, and I think you will find that it is in the Army Act of 1885. The object, in both cases, is to furnish the document containing the existing law, complete in itself, and corrected up to date, instead of persons having to refer to half a dozen different books, in order to build up for themselves the Statute as it is. The second sub-section, just as is the first sub-section, is to provide that we may ensure that there is no mistake as to what is exactly the existing state of the law, both military and naval.

Clause ordered to stand part of the Bill.

DOCUMENTARY HISTORY—NAVAL

NEW CLAUSE.—(*Corporal Punishment*)

(1) No person subject to the Naval Discipline Act who is of or over the age of sixteen years shall be liable to corporal punishment, but nothing in this sub-section shall be construed as rendering any person liable to such punishment who would not have been so liable if this section had not been enacted.

(2) The maximum number of strokes which may be inflicted upon a person liable to corporal punishment shall be twelve.

(3) Section 53 of the Naval Discipline Act is repealed so far as inconsistent with this section.

SIR W. BYLES: I beg to move this clause on behalf of my hon. friend the Member for Peterborough (Mr. George Greenwood). I understand that the object of the proposal is to bring the law in regard to corporal punishment into harmony with the practice and regulations of His Majesty's Navy. I remember long debates in this House about flogging in the Navy, and I thought that perhaps the right hon. gentleman would explain how far those punishments have been abolished. At any rate, the object of this clause is to make statutory what is already in practice.

DR. MACNAMARA: My hon. friend will remember that the only corporal punishment now in force in the Navy is caning. He will remember that flogging has been definitely suspended since 1881, and it could not be reinstated except by the special authority of the Board of Admiralty.

SIR W. BYLES: Is it not abolished by law?

DR. MACNAMARA: I have stated that it has been suspended and could not be reinstated except by the authority of the Board of Admiralty. There remains the punishment of caning. That punishment may be administered to boys who are above the age of fifteen and under eighteen. Here, again, my hon. friend will remember that in recent years we restricted the permission to cane. We went into the question very closely, and set up material restrictions. In 1906 the captain could delegate the power of caning to the commander, but in that year strict orders were issued that the caning should only be imposed under the actual order of the captain. Then, early in 1913, we issued instructions that caning was to be restricted

to the serious offences of theft, immorality, drunkenness, insubordination, and deliberate and continued disobedience of orders. Further, at that time instructions were issued to the effect that, in the absence of the captain, the commanding officer is not to order caning to be inflicted unless the captain be absent from duty by permission of superior authority for more than forty-eight hours. It was also laid down that the punishment is not to be carried out in public. I may say further, in reply to my hon. friend, that the instructions provide that the punishment is to be inflicted with a light and ordinary cane on the clothes. I trust, therefore, that my hon. friend will not enter upon a discussion at this time.

LORD C. BERESFORD: Does the hon. gentleman want to do away with corporal punishment altogether?

SIR W. BYLES: Certainly.

LORD C. BERESFORD: May I point out that I am an example of corporal punishment. In one school I attended I was more flogged than the whole of the rest of the boys put together, and it did me a great deal of good. An impulsive, energetic, high-spirited boy often gets into more trouble and rows than the other lads, and he takes his flogging, and the thing is over. If you are going to punish him in some other way, if he is a high-tempered, spirited boy, and he is kept indoors, or otherwise punished, he will resent it, and the punishment will not have the moral effect which is derived from the use of the cane. The lad takes his caning, and thinks no more of it. He takes his punishment like a man, and it does him a great deal of good. It is true that a boy may be a thief, and a thief is a cur, and it is a very good thing to flog a cur at times; but I am speaking of high-spirited boys who get into mischief and submit to caning without thinking more about it. In the Service corporal punishment has been done away with, but when I joined the Service we had no discipline and plenty of 'cat,' but now it is thought a good thing to have plenty of discipline and no 'cat.' When I joined the Service, if a man offended he was flogged. Often a man would use rough remarks about the captain, and, if it was discovered, he was called out. It was a bestial punishment; it was a punishment suited to those days when men could not read or write, and when many of them were convicts, and when many of them were very bad characters, but it would be absolutely

DOCUMENTARY HISTORY—NAVAL

horrible now for a man to be tied up and get four dozen. Times have changed, but I still feel that the cane for the boy is good. It is not as if I had not had it myself. I had plenty of it, and I think it did me a great deal of good in those days.

SIR W. BYLES: I do not think that this is the time to discuss the ethics of flogging, but if it were I could find a good deal to say in reply to the noble Lord, who, no doubt, is a fine specimen of the mature honourable man, notwithstanding the flogging he got in his youth. Neither he nor my right hon. friend the Parliamentary Secretary have met the point, the only point I made, namely, that this is an attempt to make the Statute agree with the practice. The right hon. gentleman has explained to us what the practice is in the Navy with regard to flogging, and I should like him to tell us what can be the objection to making that practice statutory.

DR. MACNAMARA: Without going into that question, I am afraid it could not be done in this Bill, which we bring in as an emergency measure.

SIR W. BYLES: I beg to withdraw the proposed new clause. Proposed new clause, by leave, withdrawn.

Bill reported, as amended, considered; read the third time, and passed.

THE ABORTIVE 'BLOCKADE'

The Secretary of the Admiralty announces the following further results of the German submarine 'blockade,' the arrivals and departures of vessels mentioned below being those of oversea steamers (over 300 tons) of all nationalities at United Kingdom ports, excluding vessels used by the Admiralty for naval and military purposes: *Times*,
March 9,
1915.

Week.	Arrivals.	Sailings.	British Merchant Vessels Torpedoed.	Lives Lost.
Jan. 21 to Jan. 27 . . .	823	680	1	—
Jan. 28 to Feb. 3 . . .	677	743	6 ¹	20 ¹
Feb. 4 to Feb. 10 . . .	754	664	—	—
Feb. 11 to Feb. 17 . . .	752	686	1	2
Feb. 18 to Feb. 24 . . .	708	673	7	7
Feb. 25 to Mar. 3 . . .	805	669	—	—

¹ [Including S.S. *Oriole* (20 lives).]

DOCUMENTARY HISTORY—NAVAL

The vessels which German submarines have unsuccessfully endeavoured to attack are as under :—

Feb. 1. *Asturias* (tonnage 12,002); Owners, R.M.S.P. Company, Belfast.—Torpedo fired at her 15 miles N.N.E. of Havre Lightship. Torpedo missed. *Asturias* is a War Office Hospital Ship. She has two large Red Crosses lit up at night by powerful reflectors, also a broad green horizontal band.

Feb. 10. *Laertes* (4541); Ocean Steamship Company, Liverpool (A. Holt and Co.).—Attacked by gunfire and shot through funnel. Torpedo also fired and missed.

Feb. 14. *Kirkham Abbey* (1166); Hull and Netherlands Steamship Company, Hull.—Chased for twenty minutes by submarine.

Feb. 21. *Penhale* (3712); Penhale Steamship Company, Falmouth.—While making for Holyhead was chased for three miles by a submarine.

Feb. 22. *Victoria* (1689); South-Eastern and Chatham Railway.—Torpedo fired at her, but missed, passing thirty yards ahead of ship. (Ninety-two passengers, including twenty-one women and a large number of neutrals.)

Feb. 23. *Kalibia* (4930); Clyde Shipping Company.—Chased for thirty miles.

Feb. 23. *Alex. Hastie* (206); R. Hastie and Sons, North Shields.—Approached by submarine, which fouled trawl.

Feb. 24. *Hungarian Prince* (4765); Prince Line.—Attack attempted by submarine off Beachy Head.

Feb. 25. *St. Andrew* (2528); Fishguard and Rosslare Railways and Harbours Company.—Hospital ship. Chased by submarine for four miles off Boulogne at 9.30 A.M.

Feb. 26. *Alston* (2563); Webster and Barraclough, West Hartlepool.—Reported struck submarine off Dungeness.

Feb. 28. *Thordis* (501); Thordis Steamship Company, Bolton.—Attacked off Beachy Head at 9.30 A.M. Torpedo passed under engine-room section of ship. Attacking submarine struck by *Thordis*.

March 2. *Wrexham* (1414); Great Central Railway.—Chased by submarine for about thirty miles.

March 4. *Ningchow* (9021); China Mutual Steam Navigation Company (A. Holt and Co.).—Chased by submarine for about twenty minutes.

DOCUMENTARY HISTORY—NAVAL

March 5. *Lydia* (1175); London and South-Western Railway.—Torpedo fired at vessel by submarine while on journey from Jersey to Southampton. Torpedo passed forty feet astern of ship (fifty passengers).

SPECIAL TREATMENT OF U-BOAT CAPTIVES

The Secretary of the Admiralty makes the following announcement :—

Times,
March 9,
1915.

Since the war began His Majesty's ships have on every occasion done their utmost to rescue from the sea German officers and men whose vessels have been sunk, and more than 1000 have been saved, often in circumstances of difficulty and danger, although no such treatment has ever yet been shown to British sailors in similar distress.

The officers and men thus taken prisoners have received the treatment appropriate to their rank and such courtesies as the Service allows; and in the case of the *Emden* were accorded the honours of war.

The Board of Admiralty do not, however, feel justified in extending honourable treatment to the twenty-nine officers and men rescued from submarine *U 8*.

This vessel has been operating in the Straits of Dover and the English Channel during the last few weeks, and there is strong probability that she has been guilty of attacking and sinking unarmed merchantmen and firing torpedoes at ships carrying non-combatants, neutrals, and women.

In particular the steamship *Oriole* is missing, and there is grave reason to fear she was sunk at the beginning of February with all hands—twenty.

There is, of course, great difficulty in bringing home particular crimes to any individual German submarine, and it may be that the evidence necessary to establish a conviction will not be obtained until after the conclusion of peace.

In the meantime persons against whom such charges are pending must be the subject of special restriction, cannot be accorded the distinctions of their rank, or be allowed to mingle with other prisoners of war.

THREE BRITISH STEAMSHIPS SUNK

Times,
March 10,
1915.

The Secretary of the Admiralty makes the following announcement :—

The British steamship *Tangistan*, 3738 tons, owned by Messrs. F. C. Strick and Co., London, was sunk by torpedo off Scarborough at 12.30 A.M., 9th March. The crew consisted of 38 hands ; of these only one survivor is at present known to have been picked up.

The British steamship *Blackwood*, 1230 tons, owned by the Tyneside Line (Limited), North Shields, was sunk without warning by torpedo from submarine at 6 A.M., 9th March, off Hastings. The crew of seventeen were all saved, and were landed at Newhaven.

The British steamship *Princess Victoria*, 1108 tons, owned by Messrs. M. Langlands and Sons, Glasgow, was sunk without warning by torpedo from submarine at 9.15 A.M., 9th March, off Liverpool. The crew of thirty-four hands were all saved and landed at Liverpool.

U 12-SUNK

Times,
March 11,
1915.

It was officially announced yesterday that the German submarine *U 20* had been rammed and sunk by a British destroyer, but it appears from a subsequent announcement made by the Admiralty that it was the *U 12*, a somewhat older boat, that met with disaster, and that with her went down eighteen of her crew of twenty-eight. The following is the text of the two announcements issued by the Admiralty :

2.35 P.M.

The German submarine *U 20* was rammed to-day by *Ariel* (Lieutenant-Commander James V. Creagh). The submarine sank, and the crew surrendered.

8.50 P.M.

Later and more detailed reports have now been received which establish the fact that the German submarine which was rammed and sunk by H.M.S. *Ariel* was *U 12*, and that out of her crew of twenty-eight the number saved was ten.

DOCUMENTARY HISTORY—NAVAL

BRITISH COLLIER REPORTED SUNK

March 10.

The British collier *Beethoven*, bound from Newcastle to Gibraltar, either ran on a mine or was torpedoed and sank. The crew, with the exception of two of its members, was saved.—*German Wireless*.

[The *Beethoven* was safely docked at Avonmouth on March 7.]

ALIENS AND PILOTAGE

House of Lords, March 10, 1915.

The EARL OF SELBORNE rose to call attention to the reply of Lord Islington on February 24¹ on the subject of certificates of pilotage held by the Germans in the United Kingdom, and to ask whether the Board of Trade will henceforth confine the grant of certificates of pilotage for the River Thames and the coasts of the United Kingdom to natural-born British subjects. *Hansard*.
1 [See
Naval 3,
P. 421.

The noble Earl said : My Lords, there was an old-standing controversy between many naval officers and the Board of Trade in past years as to whether the Board should issue certificates of pilotage to other than natural-born British subjects, but the Board of Trade up to the time of the war had always refused to withhold these certificates from aliens. On February 24 last I asked the noble Lord the Under-Secretary of State for the Colonies a question as to the number of certificates of pilotage for the River Thames or for any part of the United Kingdom held by German or Austrian subjects at the time of the declaration of war, and his answer was that five pilotage certificates for the London district and three for the Humber were held by German subjects. It is obvious that those pilots may conceivably have been of real use to the German Admiralty, or they may be during the course of this war. We hope not. But it cannot be otherwise contended than that the existence of German subjects with such a knowledge of our coastal waters might, in conceivable circumstances, be a very important matter in the eyes of the German Admiralty. I ask His Majesty's Government whether, in the light of the experience of this war, the Board of Trade are not prepared to reconsider

this question. I do not wish to go into it at length to-night. I merely desire to ascertain what the attitude of the Government is, and whether the Board of Trade are still of opinion that it is a wise policy to issue certificates for pilotage in respect of our ports and coastal waters to other than natural-born British subjects.

The UNDER-SECRETARY OF STATE FOR THE COLONIES (LORD ISLINGTON) : My Lords, I am hopeful that the formal answer which I hold in my hand from the Board of Trade will sufficiently reply to the question put by the noble Earl, but if there is any further point, after I have read this answer, upon which he desires information, I shall be very pleased to explain it if it lies in my power to do so. So far as the information of the Board of Trade goes, there are only ten naturalised British subjects out of a total of 2538 masters and mates holding pilotage certificates, and of these none are of German or Austrian birth. The Board have no power to deprive naturalised British subjects of rights to which they, in common with British-born subjects, are entitled. Since December 10, 1914, all pilotage certificates granted to masters and mates by the Corporation of Trinity House, London, for the London pilotage district have been suspended until further notice, and this is the case also in other districts.

The EARL OF SELBORNE : With great respect to the noble Lord, he has not answered my question, which was this—whether the Board of Trade will henceforth confine the granting of certificates of pilotage for the River Thames and the coasts of the United Kingdom to natural-born British subjects.

LORD ISLINGTON : The latter part of my answer met the question put by the noble Earl—namely, that all grants of pilotage certificates were suspended on December 10, and will continue so during the duration of the war. A master or mate of a ship in possession of a pilotage certificate and who hitherto, in such possession, could steer his ship into any of the ports for which he had that certificate, no longer can do so during the war, and the ship will have to employ a pilot with a licence.

The EARL OF SELBORNE : That only answers a small part of my question. What the noble Lord has told me is that the Board of Trade have suspended for the rest of the war the

issue of such certificates. I am glad to hear it. But I want to know whether the Board of Trade are prepared for the future, after the war, to discontinue the grant of certificates of pilotage to aliens.

LORD ISLINGTON: Under the Pilotage Act, 1913, it was laid down, in Section 23, that a certificate should not be granted to a master or mate of a ship unless he is a British subject. There are, however, exceptions to that under the 1913 Act. If the noble Earl will look at Section 26, I think it is, he will see that certain renewals of certificates may be allowed to those who, prior to the year 1906, had such certificates; but in a subsequent schedule of the Act it will be found that in those cases where renewals allowed are to masters and mates who are other than British subjects they are only granted over a comparatively limited area. In Section 24, sub-section (2), there is a long list of ports in respect of which masters and mates who are aliens are excluded from this privilege. Under the 1913 Act the only certificates allowed to aliens are those which the pilotage authorities grant in the form of renewals to men who had certificates previous to 1906, and, as I have said, the certificates are confined to a limited area, the holders being debarred from going into the ports named in the schedule to the Act.

The EARL OF SELBORNE: I am obliged to the noble Lord for his answer, and if he will be good enough to send me the reference I shall be glad.

The EARL OF CAMPERDOWN: The answer given by the noble Lord the Under-Secretary for the Colonies, as I understood it, related to British subjects, but the question put to him by the noble Earl was whether the Board of Trade would in future confine the grant of certificates of pilotage to natural-born British subjects. That is a much tighter definition, and refers to quite a different class of men.

LORD ISLINGTON: As I explained in the formal answer which I gave just now, the Board of Trade have no power to deprive naturalised British subjects of rights to which they, in common with British-born subjects, are entitled.

The EARL OF CAMPERDOWN: The noble Earl asked whether the Board of Trade would hereafter confine these certificates to natural-born British subjects. That is a point which the noble Lord has not touched.

PRIZE MONEY

Hansard.

The EARL OF SELBORNE: My Lords, I rise to ask the noble Marquess the Leader of the House when he will be in a position to answer the question on the subject of the Prize Claims Committee which is already on the Notice Paper.* Since I placed the question on the Paper I have had communications from a good many quarters, which show that I was not wrong in thinking that this is a matter of very general interest.

The LORD PRIVY SEAL and SECRETARY OF STATE FOR INDIA (The MARQUESS OF CREWE): My Lords, I quite agree that the subject mentioned in the noble Earl's question is one which excites a great deal of general interest. There is a sort of historical flavour attaching to Naval Prize which causes a great number of people to be interested in the subject besides those immediately concerned. The question is not only one of importance but it is also one, as I have no doubt the noble Earl recognises, of considerable complexity, and it affects more than one Department of the State. But if the noble Earl will put his question on the Paper for to-morrow I shall hope to be able to give him an answer by then.

DISASTERS TO TRADING VESSELS (PUBLICATION OF NEWS)

House of Commons, March 10, 1915.

ibid.

MR. HOLT asked the First Lord of the Admiralty whether he has caused the Censor to prevent the publication of news of damage to or loss of British merchant vessels by mine or submarine; and whether, in view of the responsibility incurred by shipowners in sending their vessels on dangerous

* [To ask His Majesty's Government whether it is true that they have set up a Prize Claims Committee to consider of a distribution to individuals, whose claims have been rejected by the Prize Court, of portions of Prize Money; and if so, whether they can inform the House what are its qualifications, and what cases in respect of what vessels and of what persons are now under consideration by that Committee; and whether it is intended that while all Prize Money is withheld from the officers and men of the Navy, part of it shall be distributed to persons selected by the Prize Claims Committee.]

DOCUMENTARY HISTORY—NAVAL

voyages, he will give an assurance that no information regarding disasters to trading vessels shall be withheld ?

The PARLIAMENTARY SECRETARY TO THE BOARD OF ADMIRALTY (DR. MACNAMARA) : The Censor is guided in his action by the instructions he receives from the Admiralty, and announcements are made by him in accordance with these instructions. No such news has been suppressed, though the time of publication necessarily depends upon circumstances of which the Admiralty alone are the judge. Arrangements are made whereby the news of damage to or loss of British merchant vessels is communicated to the owners and Lloyd's at once. The immediate publication of individual losses would be of little assistance to the safety of the mercantile marine apart from the precautionary measures taken by the Admiralty. So far every loss has been published.

NAVAL OFFICERS (SHORE APPOINTMENTS)

COMMANDER BELLAIRS asked the First Lord of the Admiralty whether he is aware that a number of active list officers, filling appointments on shore in the Coastguard and elsewhere, have applied for service afloat, and that the practice of giving the preference to retired officers deprives these active list officers of the legitimate opportunity of winning distinction in the proper sphere of a seaman ; and whether he can see his way to take any action to meet such cases ? *ibid.*

DR. MACNAMARA : I am informed that many officers filling shore appointments have been given sea appointments since war broke out, and that it is not the case that preference is given to retired officers.

RETIRED NAVAL OFFICERS (WAR SERVICE AND PENSIONS)

SIR CLEMENT KINLOCH-COOKE asked the First Lord of the Admiralty whether, seeing that time served during the war is regarded as active service time and that such time counts towards an increase of half-pay for active list officers, he will consider the possibility of officers retired from the Navy on account of ill-health, and who voluntarily offered their services during the war, being allowed to count their war service towards an increase of pension ; is he aware that the majority *ibid.*

of these officers have given up civil employment ; and that, should the war last any length of time, their chances of obtaining similar work after hostilities are over will be materially reduced owing to increased age, and especially will this be so in the case of men nearing their forty-fifth year ?

DR. MACNAMARA : I regret I am unable to see my way to recommending the adoption of the suggestion of the hon. Member. Retired officers recalled to service receive a war bonus of 25 per cent. of their full pay in lieu of counting their service for increase of pension. This system is undoubtedly the fairest for officers as a whole. Under the proposal of the hon. Member some officers would undoubtedly gain, but a very considerable number would receive no increase in pension whatever by counting their service under the present general rules on which the calculation of retired pay is based.

HOSPITAL SHIP *ASTURIAS* (SUBMARINE ATTACK)

House of Commons, March 10, 1915.

Hansard.

SIR JOHN LONSDALE asked the First Lord of the Admiralty if his attention has been directed to the apology issued by the German Embassy in Washington for the submarine attack upon the British hospital ship *Asturias* off Havre on 1st February ; and if the excuse offered that the distinctive marks showing the character of the ship were not recognised has any validity ?

DR. MACNAMARA : The master's report says :—' It was a very light and clear evening and at 5.15 broad daylight, and in no possibility could the character of the ship be mistaken.' The report further says :—' Apart from the testimony of my officers, a number of people on board not only saw the course of the torpedo, but also observed the submarine following in our wake.'

As the submarine was herself seen by several of those in the *Asturias*, it is difficult to believe that the ship's distinctive marks could have been mistaken.

ENEMY SHIPS IN BRITISH PORTS

ibid. MR. ROBINSON asked the President of the Board of Trade how many German and Austrian steamers and sailing ships are now lying unused in British ports ; who pays the dock

DOCUMENTARY HISTORY—NAVAL

dues and watching expenses of these vessels ; and whether they can all be made use of in view of the shortage of tonnage existing ?

The PRESIDENT OF THE BOARD OF TRADE (MR. RUNCIMAN) : All the German and Austrian steamers and sailing ships which were detained in British ports, with the exception of a few sailing ships which cannot be usefully employed at present, are either in use already or will be in use very shortly. Any expenses properly chargeable against the ships before the date of employment would, I understand, be payable by the Admiralty Marshal or other proper officer of the Crown.

MR. ROBINSON : Will my right hon. friend consider carefully whether these sailing ships cannot be made use of ? There are certain vessels between 1800 and 5000 tons lying in the same port at the present time which might be used.

MR. RUNCIMAN : Yes, sir, if it were possible to make use of them we should certainly do so, but it is not only a question of making use of the vessels themselves, but of providing crews for them. There is at the present moment a great shortage of sailors, and I am advised that we would not be able to man any more vessels at our ports. If the supply of sailors were to alter, we could, of course, reconsider the matter.

MR. ROBINSON : Will not my right hon. friend, under the exceptional circumstances, consider the advisability of obtaining Scandinavian sailors ?

MR. RUNCIMAN : We can consider that, but in British ships we have been rather deprecating the use of alien crews.

ENEMY SUBMARINES (REWARDS FOR DESTRUCTION)

SIR JOHN LONSDALE asked the Prime Minister if it is the intention of the Government to offer adequate monetary rewards to the officers and seamen of British merchant ships for the destruction of enemy submarines ? *ibid.*

DR. MACNAMARA : The Admiralty are always ready to mark any act of daring and good seamanship which assists the naval operations in a fitting manner, but I have no further statement to make on the subject at present.

DOCUMENTARY HISTORY—NAVAL

SINKING GERMAN SUBMARINES

House of Commons, March 10, 1915.

Hansard.

SIR FORTESCUE FLANNERY asked the First Lord of the Admiralty whether his attention has been called to the claim by the merchant vessels *Thordis* and *Alston* that they have sunk enemy submarines, and to the claim of the steam trawler *Alexander Hastie* of having performed a similar service ; and whether the reward of £500 offered by the newspaper *Syren and Shipping*,¹ for the first sinking by merchant ships of enemy submarines, and other similar rewards offered, can be adjudicated by the Admiralty amongst these rival claimants to have been the first to sink an enemy submarine, by examination in dry dock by Admiralty officials, as in the case of the *Thordis*, examined by Admiral Sir George Egerton ?

¹ [See
Naval 3,
pp. 464-7.]

DR. MACNAMARA : The attention of the Admiralty has been drawn to the three cases mentioned. The case of the *Thordis* has already been considered, and the opinion of the Admiralty has been made known. In the case of the other two vessels, inquiries are being made, but it is not possible to say whether any definite conclusion can be come to. The adjudication of private awards is not a matter which the Admiralty can officially undertake.

DARDANELLES

C.O.,
March 20,
1915.

On the 10th inst., during the day, in unfavourable weather, two British warships fired on the defences at Bulair, while two British battleships bombarded the light batteries commanding Morto Bay, at the entrance to the Dardanelles.

On the night between the 10th and 11th mine-sweepers entered the Straits under the protection of an ironclad and a cruiser ; they succeeded in traversing the first mine-field in the teeth of a lively fire from the guns of the defence. On the 11th inst. a French division continued the operations begun the day before against the defences at Bulair and against the light batteries placed above Morto Bay.

On the following days mine-sweeping was continued.

Constantinople.

K.V.,
March 10,
1915.

Main Headquarters reports : To-day two enemy cruisers bombarded our positions in a desultory and half-hearted fashion near Kum Kale and Sedd-el-Bahr. An enemy mine-

DOCUMENTARY HISTORY—NAVAL

sweeper, in attempting to approach the mine-field before Smyrna during the night of March 8, struck a mine and sank. The enemy fleet bombarded the forts of Smyrna for an hour yesterday without effect. An enemy seaplane which flew towards our forts was compelled by the fire of our batteries to withdraw.

Constantinople.

Headquarters reports: For three days the enemy has made no attempt against the Dardanelles. During the night of March 11 seven mine-sweepers under cover of a cruiser and a few torpedo-boats approached the line of our mines, but our light batteries damaged the armoured ships and sank two of the mine-sweepers. A third mine-sweeper struck a mine and sank. The enemy's attempt to remove our mine was thus completely shattered.

K.V.,
March 12,
1915.

Constantinople.

Main Headquarters reports: Last night our batteries sank a few mine-sweepers which had approached the mine-field. To-day the enemy made no attempts against the Dardanelles. Our warships torpedoed an enemy transport steamer in the Ægean Sea.

ibid.

Tchanak Kale.

The agent of Wolff's Telegraph Bureau telegraphs from the Dardanelles:

K.V.,
March 13,
1915.

After a two days' lull the first night action took place in the night from Wednesday to Thursday (March 10 and 11) on a rather larger scale than usual. At 11 o'clock an English cruiser and several torpedo-boats began energetically to bombard the searchlight at Dardanos. The howitzer batteries replied, and the whole horizon was lit up and the earth trembled for miles round. The first action lasted an hour. At two o'clock in the morning the fight was renewed. At the same time mine-sweepers were sent out by the English to clear a way through the mine-field. During the violent fire from both sides the English cruiser retired from the firing line in consequence of a hit from a howitzer. Three mine-sweepers were sunk, whereupon the remaining mine-sweepers fled in all haste pursued by the Turkish fire, without having in any way accomplished their purpose. There was no loss on the Turkish

side; the searchlights are intact. In consequence of the complete failure of the English night attack, there was a lull on Thursday notwithstanding the clearest weather. The forts of the middle Dardanelles are intact, all traces of the great bombardment of Saturday and Sunday have disappeared. The officers and men are in excellent spirits and very confident.

Constantinople.

K.V.,
March 14,
1915.

Main Headquarters report; To-day an enemy armoured ship bombarded at long intervals and without results Sedd-el-Bahr and Kum Kale. Last night the enemy attempted again to approach the mine-field with a light flotilla, but was repulsed by the fire from our batteries, which damaged a few of the enemy ships.

OFFICIAL DESPATCHES

Admiralty, 2nd May 1919

Letter from Vice-Admiral S. H. Carden, March 17, 1915

H.M.S. Queen Elizabeth, March 17, 1915.

L.G.,
May 2,
1919.

SIR,—I have the honour to submit, for the consideration of their Lordships, the narrative of events during the operations of the Allied British and French Squadrons against the defences of the Dardanelles, from the 19th February to 16th March 1915.

There was a marked difference in the tactics of the enemy manning the forts at the entrance when attacked on this occasion to that which they followed on the 3rd November 1914; on that day when a short bombardment was carried out by *Indefatigable*, *Indomitable*, *Suffren* and *Vérité*, by a run past in close order, range 13,000 yards, they replied to our fire almost at once, and maintained from forts Nos. 1, 3, 4, and 6, till our squadron completed their run. The only projectiles, however, which fell close were those from the 9.4-inch guns in forts Nos. 1 and 4. Good practice was made by the Allied Squadron on forts Nos. 3 and 6, in the former of which there was a large magazine explosion. Information was received later that the casualties to *personnel* were high amongst the enemy, some accounts putting it at 600.

That it was considerable is, I think, shown by the fact

DOCUMENTARY HISTORY—NAVAL.

that on the 19th February, when the present operations began, and a deliberate bombardment by our ships took place, no Turkish fort attempted to reply until late in the afternoon, when the old battleships were sent close in. They apparently kept their men in shelters until the desired moment.

Bad weather prevented a renewal until the 26th February, and then there was this difference. Fort No. 1 opened fire on *Agamemnon* at 10,000 yards as soon as that ship was in position, and hit her several times. This fort maintained its fire with great perseverance against *Queen Elizabeth*, *Agamemnon*, and *Gaulois*, until the former ship by hitting with two consecutive 15-inch projectiles dismounted one gun and put the other out of action, and effectually silenced the fort; the surviving *personnel* quickly made their way down to the neighbouring village.

On the same day the accurate fire of *Irresistible* on fort No. 4 prevented its two 9.4-inch guns taking any part in the proceedings. When the ships closed in forts No. 3 and 6 fired a few ineffective rounds.

Although a heavy and prolonged fire at short range was poured into these forts, 70 per cent. of the heavy guns were found to be in a serviceable condition when the demolition parties landed.

The destruction of the guns in fort No. 3 by *Irresistible*, and in Nos. 4 and 6 by *Vengeance*, was most smartly and effectively carried out on the 26th February and the 1st March by demolition parties from those ships, which were ably supported by their detachments of Royal Marines.

In this service the following officers are specially and strongly recommended :—

Major G. M. Heriot, D.S.O., R.M.L.I., *Vengeance*.

Lieutenant-Commander (T.) E. G. Robinson, *Vengeance*.

Lieutenant (T.) F. H. Sandford, *Irresistible*.

The two latter officers are further very strongly recommended for their conduct in the sweeping operations.

I was present in *Inflexible* close off Kum Kale on the 4th March and witnessed the landing operations, which were under the immediate direction of Rear-Admiral de Robeck and Brigadier-General Trotman, both of whom were on board *Irresistible* in the entrance of the Straits. I consider the

operations were correctly conducted, and that everything possible under the circumstances was done.

The skilful manner in which *Wolverine* (Commander O. J. Prentis) and *Scorpion* (Lieutenant-Commander A. B. Cunningham) ran close inshore after dark, and sent whalers ashore to bring off the remaining officers and men, is highly commended.

I desire specially to endorse recommendations made by the Rear-Admiral and Brigadier-General on the conduct of Lieutenant-Colonel G. E. Matthews, R.M.L.I., and also of Major A. E. Bewes, R.M.L.I.

Four Maxim guns, which had been left on Kum Kale Pier, were recovered by volunteers from *Agamemnon*—a smart and plucky piece of work.

The sweeping operations by night between the 12th and 15th March were conducted with great gallantry under heavy fire, and, though not completely successful, I consider the officers and men are deserving of great praise for their efforts.

It is regretted that a complete list of those who volunteered for this dangerous duty was lost in *Ocean*, but a further list is being prepared and will be submitted as soon as possible.

The attempt made on the night 13th-14th March was most determined, and I desire to bring particularly to the notice of their Lordships the following names:—

Commander W. Mellor, in charge of mine-sweepers.
 Lieutenant-Commander J. B. Waterlow, *Blenheim*.
 Lieutenant-Commander J. R. Middleton, *Albion*.
 Lieutenant-Commander E. G. Robinson, *Vengeance*.
 Lieutenant-Commander G. B. Palmes, *Egmont*.
 Lieutenant F. H. Sandford, *Irresistible*.
 Lieutenant B. T. Cox, R.N.R., *Prince George*.
 Acting-boatswain R. G. Young, *Cornwallis*.
 Midshipman J. C. W. Price, *Ocean*.
 Captain of trawler 318.

The six officers first mentioned carried out these duties on several nights, and I desire to submit that they may be awarded the highest decoration suitable for their rank and seniority, and that Commander Mellor and Lieutenant-Commander Waterlow be promoted now.

In connection with the operation of the night 13th-14th

DOCUMENTARY HISTORY—NAVAL

March I desire also to bring to their Lordships' notice the name of Commander G. J. Todd, *Amethyst*.

Amethyst was hit several times by large projectiles, and had her steering-gear and engine-room telegraphs put out of action. Arrangements were quickly made to man the hand-steering wheel, and improvise engine-room communications. Both during and after the action Commander Todd was very ably assisted by Lieutenant James C. J. Soutter, Senior Lieutenant of *Amethyst*, who was indefatigable in his efforts.

The services rendered by the Destroyer Flotilla during all this period have fully maintained the high traditions of that branch of the service, their boldness in action and untiring devotion to duty are worthy of the highest praise.

I beg to call special attention to the excellent work done by the French squadron on every occasion that they have been called upon, and also to the cordial good feeling which prevails in the Allied Fleet, due so much to the personality of that dashing and courteous officer, Contre-Amiral E. P. A. Guépratte.

I consider it a special duty to call attention to the excellent work done by Malta Dockyard, under Vice-Admiral A. H. Limpus, C.B., in supplying every need of the large force off the Dardanelles in addition to the main French Fleet. Commanding officers speak most highly of the great assistance rendered to them on all occasions at Malta, and the rapidity with which work is done, which shows that the principle that the dockyard exists for the benefit of ships is fully understood and acted upon.

The conduct and ability of the commanding officers has been of a high order.

The behaviour of officers and men on all occasions has been most admirable, and in every way as could be expected.

In closing the report on this stage of the operations I wish especially to bring to the notice of their Lordships the splendid work done by Rear-Admiral J. M. de Robeck, and the great assistance I have received from him, together with the valuable services of Commodore R. J. B. Keyes, C.B., M.V.O., Flag Commander Hon. A. R. M. Ramsay and Captain W. W. Godfrey, R.M.L.I., War Staff.—I have, etc.,

S. H. CARDEN, *Vice-Admiral*.

The Secretary the Admiralty.



GALLIPOLI AND THE DARDANELLES

DOCUMENTARY HISTORY—NAVAL

ENCLOSURE

NARRATIVE OF EVENTS, DARDANELLES, FEBRUARY 19 TO MARCH 16, 1915

The attack on the defences of the Dardanelles commenced on the 19th February 1915.

Air reconnaissance on the 17th, 18th, and A.M. 19th confirmed information in our possession with regard to forts Nos. 1, 3, 4, and 6, except that an additional gun was shown in eastern bastion of fort No. 6.

Seaplanes also reported that some minor earthworks and trenches appeared to have been extensively prepared for the defence of possible landing places.

The following ships took part in the operations of the 19th February : —

Suffren (Flag of Contre-Amiral Guépratte).

Bouvet.

Triumph.

Cornwallis.

Inflexible (flag of Vice-Admiral).

Albion.

The *Gaulois* acted in support of *Suffren*, while *Amethyst* supported *Albion*.

Seven British mine-sweepers were employed with *Albion*.

The *Vengeance* (flag of Rear-Admiral de Robeck) was ordered to take station as convenient to observe the fire of her division.

4.30 P.M. *Queen Elizabeth* arrived with *Agamemnon*, the latter taking part at the end of the day.

February 19.

9.51 A.M.—*Cornwallis* fired first shot on fort No. 4.

10.—*Triumph* opened fire on fort No. 1.

10.32.—*Suffren* opened on fort No. 6.

10.38.—Ships were ordered to anchor with a view to improving the practice.

11.—The *Vengeance* and *Cornwallis* were ordered to exchange positions; *Cornwallis* owing to a defective capstan, being unable to anchor in deep water.

DOCUMENTARY HISTORY—NAVAL

11.25.—*Cornwallis* was ordered to spot for *Triumph* and for *Inflexible* if required.

11.45.—*Inflexible* opened on fort No. 1, which was hard to distinguish, but practice appeared good.

0.14 P.M.—*Vengeance* opened fire on fort No. 4—practice was very good—her third shot appeared to hit close to northern embrasure.

0.30.—*Triumph* was ordered to cease fire, as she was unable to hit fort No. 1.

Suffren, at this time, was making excellent practice against fort No. 6, firing by indirect laying, with *Bouvet* spotting.

0.52.—*Triumph* was ordered to open fire with light guns on men showing signs of activity in a field-work 2 miles north of Cape Tekeh.

0.55.—A seaplane was ordered up to spot for *Vengeance*, but, owing to wireless troubles in seaplane, no results were obtained.

1.—*Inflexible* opened fire on fort No. 3, making good practice.

1.56.—It was now considered that the effect produced by the bombardment at long range was great enough to allow of ships approaching nearer to the forts, and signal was made accordingly.

2.12.—*Suffren* and *Triumph* were ordered to commence their operations, the *Triumph* being ordered to engage the position of the new battery of Cape Tekeh only.

3.53.—*Cornwallis* was ordered to close fort No. 1 'on present line of bearing,' and open fire when certain of position.

4.10.—There still being no reply from the forts, *Vengeance* and *Cornwallis* were ordered to close and destroy forts.

Forts Nos. 3 and 6 were heavily bombarded by *Vengeance* and *Cornwallis*, assisted by *Suffren*. *Vengeance* engaged fort No. 4 with her secondary armament, while *Cornwallis* did the same to fort No. 1.

4.40.—*Suffren* was directed to close the forts.

4.45.—At the same time 'Cease fire, examine forts,' was signalled to *Vengeance*.

Fort No. 1 opened fire on *Vengeance* and *Cornwallis*, and shortly after fort No. 4 also opened fire.

Vengeance and *Cornwallis*, assisted by *Bouvet*, engaged and silenced fort No. 1. Fort No. 4 being left unfired at, both inshore ships were unaware that she had opened fire.

DOCUMENTARY HISTORY—NAVAL

5.—*Inflexible* opened fire on fort No. 4, with the immediate effect of causing her fire to suffer in accuracy.

5.08.—*Gaulois* also opened fire on this fort.

Agamemnon was ordered to support *Vengeance*.

5.09.—The 'General recall' was made—*Vengeance* requested permission to continue the action; this was not approved, as the light looking towards the land was becoming bad, while ships showed up well against western sky.

5.30.—Cease firing was ordered and the squadron withdrew.

7.—*Albion* reported 'No mines or guns encountered—area has been swept.'

The result of the day's action showed apparently, that the effect of long-range bombardment by direct fire on modern earthwork forts is slight; forts Nos. 1 and 4 appeared to be hit, on many occasions, by 12-inch common shell well placed, but when the ships closed in all four guns in these forts opened fire.

From February 20 to 24.

From the 20th to 24th February, inclusive, the weather was too rough to continue operations, and no reconnaissance by seaplanes was possible.

February 25.

The weather being favourable, operations were resumed. No seaplanes took part—the sea being too rough for them to rise off the water.

The following ships took part :—

Inflexible, Vengeance, Agamemnon, Queen Elizabeth, Albion, Cornwallis, Irresistible, Triumph, Suffren, Gaulois, Bouvet, Charlemagne, and Dublin, with eight destroyers and two submarines.

Ships were in position to commence the long-range bombardment by 10 A.M.—the destroyers forming a screen to seaward of the battleships.

10.7 A.M.—*Agamemnon* reported range obtained of fort No. 1.

10.14.—*Queen Elizabeth* opened fire on fort No. 3.

10.16.—Fort No. 1 opened fire on *Agamemnon*, range 10,000 yards.

DOCUMENTARY HISTORY—NAVAL

10.18.—*Gaulois* opened fire on fort No. 6.

10.22.—*Agamemnon* opened fire on fort No. 1.

10.27.—*Irresistible* opened fire on fort No. 4.

10.33.—Fort No. 1 seemed to be getting the range of *Agamemnon*, who was ordered to weigh and proceed farther out—*Queen Elizabeth* being ordered to fire on fort No. 1.

Between 10.34 and 10.43. *Agamemnon* was hit seven times, but as the shells did not detonate it was not realised she had been struck; directly *Agamemnon* had good way on fort No. 1 lost the range.

10.44.—Fort No. 1 opened an accurate fire on *Gaulois*, who immediately replied to it from all her guns, this probably accounted for the fact that she was able to weigh and proceed farther out without the fort scoring a single hit.

10.45.—*Queen Elizabeth* opened fire on fort No. 1, and *Dublin* was observed firing at a gun near Yeni Shehr.

10.55.—*Irresistible* reported she obtained range of fort No. 4, she was ordered to continue slow firing. She opened a very deliberate, accurate fire on the fort, which kept silent practically all day.

11.30.—*Gaulois* was making excellent practice on fort 6.

11.47.—Fort No. 1 was still firing at *Agamemnon* and *Gaulois*, but shots were going short—its extreme range appeared to be about 11,000 yards.

Noon.—*Queen Elizabeth*, whose shooting had been extremely accurate, appeared to drop a shell right into fort No. 1, and at 0.02 P.M. she reported eastern gun dismounted.

0.15 P.M.—*Irresistible* reported she thought her tenth round had damaged northern gun of fort No. 4.

Vengeance and *Cornwallis* were ordered to prepare for run 1, which was commenced at 12.45 P.M., with all covering ships firing deliberately on their allotted forts.

0.50.—*Queen Elizabeth* reported she had hit the western gun of fort No. 1. *Agamemnon* also claimed to have hit this gun at 12.55 P.M. *Agamemnon* at this time was firing on fort No. 1. *Inflexible* engaging fort No. 3.

0.55.—*Vengeance* and *Cornwallis* opened fire, concentrating chiefly on forts 1 and 4. Forts 3 and 6 both opened fire, but their practice was poor, and few rounds were fired. Forts 1 and 4 did not fire during the run.

DOCUMENTARY HISTORY—NAVAL

By 1.22 *Vengeance* and *Cornwallis* had completed run 1, and all ships checked fire.

1.50.—Rear-Admiral, *Vengeance*, reported 'No. 1 battery west gun pointing in the air, right gun not visible, battery not manned. No. 3 fired at *Vengeance*—apparently using black powder—three guns are visible on south-west face. No. 4, both guns laid horizontal, battery not manned, one round was fired from western gun. . . .'

2.5.—Contre-Amiral, *Suffren*, was directed to commence run 2, and given the following directions: 'Battery No. 1 out of action, battery No. 4 was not manned, concentrate your fire on 3, 4, and 6, especially 4.'

Run 2 was carried out most deliberately, *Suffren* being about 3000 yards ahead of *Charlemagne*—both ships made excellent practice—the only round fired at them was from fort No. 6.

The run was completed at 3 P.M.

Covering ships fired very few rounds during this run; it was evident that forts were silenced.

3.5.—Mine-sweepers were ordered to close the entrance, and carry out sweeping operations laid down.

Albion and *Triumph* were ordered to prepare to close forts to 2000 yards of southern and northern shore respectively, keeping way on and carrying out destruction of guns still intact.

Rear-Admiral in *Vengeance* being directed to follow them to direct operations.

While *Albion* and *Triumph* were attempting to destroy the guns of forts 1 and 6 at close range, fort No. 4 apparently fired one round from her northernmost gun. The fort was immediately engaged by *Albion* and *Irresistible*. Forts 1 and 6 also appeared to fire one round each. These were the last rounds fired at the ships.

Concealed guns of apparently 6" calibre fired from positions 1 mile north-east of Cape Tekeh, and from behind northern end of Yeni Shehr village. These guns did no damage, though *Gaulois* was struck three times on the armour.

Albion, when off Kum Kale, reported two explosions, probably light ground mines; these occurred about 100 yards ahead of the ship, and did no damage.

By 4 P.M. the forts were reduced, and the mine-sweepers

DOCUMENTARY HISTORY—NAVAL

were ordered to enter and commence sweeping. *Vengeance*, *Albion*, and *Triumph*, with six destroyers, covered these operations.

The remainder of the fleet returning to Tenedos during the night of the 25th-26th, mine-sweepers swept the entrance; they found no mines. The enemy were reported as burning the villages at entrance.

February 26.

Albion, *Triumph*, and *Majestic* entered Straits between 8 A.M. and 9 A.M., and shelled forts 3 and 6 from inside entrance, also firing station below De Totts' battery.

Albion, preceded by sweepers, proceeded to a position 12,000 yards from fort 8, from which position fire was opened on that fort. *Majestic* supported *Albion*; these two ships being under fire from field guns and howitzers from Asiatic shore, ships remained under way; enemy scored one hit on *Majestic*.

Jed and *Chelmer* reconnoitred northern and southern shores during forenoon as far up as the line White Cliffs—Suandere, both ships being engaged with the enemy's light batteries; they sank some large range buoys, and located several batteries.

Vengeance, from outside Straits, was engaged bombarding position on Asiatic shore near Achilles' Tomb.

At 2.30 P.M., the enemy apparently having abandoned Kum Kale and Sedd-el-Bahr, the opportunity was seized to land demolition parties on both sides—from *Vengeance* at Kum Kale, and *Irresistible* at Sedd-el-Bahr. Parties being covered by the guns of *Vengeance*, *Irresistible*, *Cornwallis*, *Dublin*, and *Racoon*, forts 3, 4, and 6 were entered and demolitions carried out, and two new 4" guns concealed near Achilles' Tomb were destroyed, but owing to lateness of the landing it was impossible to verify results. Both parties encountered slight opposition, the enemy being in some force in Sedd-el-Bahr prevented fort 7 being reached.

On night of the 26th-27th mine-sweepers entered straits to continue sweeping in lower area, being covered by *Colne*, *Jed*, and *Kennet*, who engaged enemy's batteries and sank more range buoys.

Seaplanes carried out reconnaissances inside Straits in

DOCUMENTARY HISTORY—NAVAL

order to locate batteries, etc. Amongst other details they reported battery 8 now contains eight guns. Many positions for guns have been prepared on both shores.

February 27.

Weather broke, north-easterly gale, much rain with low visibility. Operations inside the Straits much impeded, small progress made.

February 28.

Heavy north-easterly gale. Operations confined to watching the Straits.

March 1.

Gale having moderated, operations inside Straits were resumed.

The following battleships entered Straits to engage howitzers and field batteries:—*Vengeance, Ocean, Albion, Triumph, Irresistible*, and *Majestic*.

Fort 8 and battery at White Cliffs were engaged by *Albion* and *Triumph*, *Ocean* and *Majestic* meanwhile engaging guns near Erenkioi village and on European shore. These proved extremely hard to locate, and when seen great difficulty was experienced in obtaining points of aim, the guns being well concealed.

The action was discontinued at 5 P.M. *Ocean, Albion*, and *Triumph* were each hit on several occasions by projectiles of 6-inch calibre and below without suffering any serious damage.

Demolition party from *Irresistible* landed at Sedd-el-Bahr and completed demolition of fort 6.

The party was attacked during the operation. The fire from covering ships and destroyers in Morto Bay, however, was sufficient to disperse enemy.

During the night of 1st-2nd March mine-sweepers entered and swept to within 3000 yards of Kephez Point. They were covered by destroyers. When abreast of Suandere River batteries opened fire and sweepers retired, destroyers covering withdrawal.

No vessels were hit.

March 2.

Canopus, *Swiftsure*, and *Cornwallis* entered the Straits and engaged forts Nos. 8 and 7, also field guns.

Garrison of fort No. 8 were forced to withdraw, but material damage to fort could not be determined.

Howitzers and concealed field guns opened a heavy fire, which could not be silenced. All ships were hit on several occasions, suffering some material damage.

An observation mine exploded ineffectively ahead of *Canopus*.

On the 1st-2nd March the French squadron reconnoitred the Gulf of Xeros, bombarding the forts and earthworks of the Bulair lines and the bridge over Kavak. French mine-sweepers swept along the coast. They discovered no mines.

The landing-places in the Gulf of Xeros were also reported on.

Destroyers and mine-sweepers continued the attack on the Kephez mine-field, but made no progress in the face of heavy fire.

March 3.

Weather in the morning unfavourable—foggy.

In the afternoon *Albion*, *Prince George*, *Triumph* continued the attack on forts 7 and 8 and field batteries. These latter were not so active as on former days.

Sweeping operations continued at night, covered by destroyers. Slight progress was made.

Seaplanes carried out useful reconnaissance, without, however, being able to locate batteries firing at the ships.

March 4.

It being uncertain whether forts Nos. 1 and 4 were absolutely destroyed, demolition parties were ordered to land and complete the destruction, being covered by a landing party of the Royal Marine Brigade, one company of 250 men each side.

This landing had been postponed for several days, on account of the weather.

Seaplanes reconnoitred the vicinity of forts and villages near them in the morning, and reported no movement of troops.

DOCUMENTARY HISTORY—NAVAL

At 10 A.M. parties landed at Sedd-el-Bahr and Kum Kale.

Both parties met with opposition. At Sedd-el-Bahr no progress could be made, and the party withdrew at 3 P.M.

At Kum Kale an attempt was made to reach fort No. 4, but without success, the enemy being in some force in well-concealed trenches. Great difficulty was experienced in withdrawing the advanced party, the enemy gaining possession of a cemetery near Mendere Bridge, commanding the ground over which the party had to fall back, and which could not be shelled by the ships, as our troops were between the cemetery and the ships.

Seaplanes attempted to locate the enemy's trenches without success, descending to 2000 feet in their efforts to distinguish the positions; one seaplane was hit twenty-eight times and another eight times.

It was not till the destroyers were sent close in to shell the trenches that the retirement could be carried out.

After sunset *Scorpion* and *Wolverine* ran in and landed parties, under fire, to search the beach from Kum Kale to the cliffs below fort No. 4. The former brought off two officers and five men, who had been unable to reach the boats.

March 5.

The attack on the forts at the Narrows commenced by indirect bombardment by *Queen Elizabeth*.

Three seaplanes were sent up to spot for fall of shot. One met with an accident, and the second was forced to return on account of her pilot being wounded by a rifle bullet; in consequence, they were not of assistance in the firing.

Queen Elizabeth was under fire from field guns, being struck on many occasions, without, however, suffering any great material damage.

March 6.

Indirect attack by *Queen Elizabeth* continued.

Vengeance, inside the Straits, spotted for *Queen Elizabeth*. *Albion*, *Majestic*, *Prince George*, and *Suffren* engaged forts No. 7, 8, and 13, with what result could not be discovered.

At night *Amethyst*, with destroyers and mine-sweepers in company, proceeded inside Dardanelles to attack the Kephez

DOCUMENTARY HISTORY—NAVAL

mine-field. Some progress was made, but, as on former occasions, gunfire drove the mine-sweepers out of the mined area.

Between the 3rd and 6th March *Sapphire* was engaged in the neighbourhood of Mitylene in destroying telegraph stations, etc.

March 7.

French squadron, consisting of *Suffren*, *Gaulois*, *Charlemagne*, and *Bouvet*, entered the Straits and engaged forts Nos. 7 and 8.

Later *Agamemnon* and *Lord Nelson* attacked the forts at the Narrows by direct fire from ranges between 14,000 and 12,000 yards. After a severe engagement, during which both ships were hit by heavy projectiles, forts Nos. 13 and 19 were silenced. During this attack the French battleships kept down the fire from howitzers and field guns.

Dublin at Bulair was engaged with a shore battery.

During the night of the 7th-8th March destroyers attacked the searchlights at Kephez, but without result, the lights being extinguished temporarily, but invariably reappearing.

March 8.

Queen Elizabeth entered the Straits to continue the attack on the Narrows by direct fire. Conditions became unfavourable for spotting, and little was accomplished.

Weather was too misty for seaplanes to do any spotting.

Attack on mine-field was continued at night with mine-sweepers and picket boats. Batteries opened fire.

March 9.

Albion, *Prince George*, and *Irresistible* entered the Straits and made a thorough search for boats, etc., and shelled look-out stations. The weather was misty throughout the day.

At night picket boats covered by destroyers attacked the Kephez mine-field with explosive creeps.

March 10.

Irresistible, *Dublin*, and *Ark Royal* off Bulair. The former bombarded the enemy's positions when guns had been located. The seaplanes were unable to fly owing to the rough weather.

DOCUMENTARY HISTORY—NAVAL

Ocean and *Albion* bombarded light gun battery in Morto Bay, also villages and positions near entrance.

After nightfall seven sweepers, attended by picket boats fitted with explosive creeps, supported by destroyers *Ame-thyst* and *Canopus*, entered the Straits. The latter opened fire on the batteries and searchlights protecting the mine-field off Kephez Point, but was unable to extinguish the lights. The vessels were subjected to a heavy fire from guns of and below 6-inch calibre.

Sweepers and picket boats succeeded in getting above the mine-field with the object of sweeping down with the current. Picket boats destroyed several cables, but only one pair of sweepers got out their sweep and little was effected. Two trawlers were hit by 6-inch projectiles.

Trawler No. 339 was sunk by a mine.

March 11.

Seaplanes carried out reconnaissance for the ships operating off Bulair.

Ships inside the Straits engaged in watching both shores.

Operations against the Narrows delayed by failure to clear the mine-field.

Attack on the mine-field at night failed owing to the sweepers refusing to face the heavy fire opened by batteries on them and the covering destroyers.

March 11.

Daylight operations at a standstill. Weather misty.

French mine-sweepers attacked the mine-field at night with no success, being driven off by heavy fire.

Aerial reconnaissance reported a line of mines near the surface extending from Suandere Bay in an E.S.E. direction. These were examined by a sweeper and picket boats which attacked the line with creeps and explosive sweeps. The line subsequently turned out to be an obstruction consisting of empty observation mines moored by chain cables and connected by a wire hawser. The latter apparently had a hemp netting suspended from it. It was evidently an anti-submarine obstruction.

March 13.

A determined attack on the mine-field was made on the

night of the 13th March, volunteer officers and men being in each trawler.

The plan of attack was similar to that on the 10th, it being very essential for the sweepers to get above the mine-field before getting out their sweeps, as they can make no progress against the current.

Amethyst and destroyers covered the operations, which commenced with a bombardment of the lights and batteries by *Cornwallis*.

The defence of the mine-field was well organised, and sweepers and picket boats had to pass through an area lit by six powerful searchlights, under fire from fort No. 13 and batteries Nos. 7 and 8, besides numerous light guns estimated at twenty to thirty on either shore.

The passage was accomplished, but on reaching the turning point only one pair of trawlers was able to get out the sweep owing to damage to winches and gear, and loss of *personnel*.

Picket boats did excellent service in blowing up cables with explosive creeps.

Amethyst drew the fire of the batteries at a critical period, and suffered severely.

March 14, 15, and 16.

Mine-sweepers engaged in clearing up area inside the Straits in which ships would have to manœuvre in their combined attacks against the forts at the Narrows and the mine-fields at Kephez.

Times,
March 20,
1915.

The Secretary of the Admiralty communicates the following account of the operations at the Dardanelles on March 18:—

Mine-sweeping having been in progress during the last ten days inside the Straits, a general attack was delivered by the British and French Fleets yesterday morning upon the fortresses at the Narrows of the Dardanelles. At 10.45 A.M. *Queen Elizabeth*, *Inflexible*, *Agamemnon*, *Lord Nelson* bombarded forts J, L, T, U, and V, while *Triumph* and *Prince George* fired at batteries F, E, and H. A heavy fire was opened on the ships from howitzers and field guns.

At 12.22 the French squadron, consisting of *Suffren*,

DOCUMENTARY HISTORY—NAVAL

Gaulois, *Charlemagne*, and *Bouvet*, advanced up the Dardanelles and engaged the forts at closer range. Forts J, U, F, and E replied strongly. Their fire was silenced by the ten battleships inside the Straits, all the ships being hit several times during this part of the action.

By 1.25 P.M. all forts had ceased firing. *Vengeance*, *Irresistible*, *Albion*, *Ocean*, *Swiftsure*, and *Majestic* then advanced to relieve the six old battleships inside the Straits.

As the French squadron which had engaged the forts in the most brilliant fashion was passing out, *Bouvet* was blown up by a drifting mine and sank in 36 fathoms north of Erenkoi village in less than three minutes.

At 2.36 P.M., the relief battleships renewed the attack on the forts, which again opened fire. The attack on the forts was maintained while the operations of the mine-sweepers continued.

At 4.9 *Irresistible* quitted the line listing heavily; and at 5.50 she sank, having probably struck a drifting mine. At 6.5 *Ocean*, also having struck a mine, both vessels sank in deep water, practically the whole of the crews having been removed safely under a hot fire.

The *Gaulois* was damaged by gun fire. *Inflexible* had her forward control position hit by a heavy shell, and requires repair.

The bombardment of the forts and the mine-sweeping operations terminated when darkness fell. The damage to the forts effected by the prolonged direct fire of the very powerful forces employed cannot yet be estimated, and a further report will follow.

The losses of ships were caused by mines drifting with the current which were encountered in areas hitherto swept clear, and this danger will require special treatment.

The British casualties in *personnel* are not heavy considering the scale of the operations; but practically the whole of the crew of the *Bouvet* were lost with the ship, an internal explosion having apparently supervened on the explosion of the mine.

The *Queen* and *Implacable*, who were despatched from England to replace ships' casualties in anticipation of this operation, are due to arrive immediately, thus bringing the British Fleet up to its original strength. The operations are

continuing, ample naval and military forces being available on the spot.

On the 16th inst. Vice-Admiral Carden, who has been incapacitated by illness, was succeeded in the chief command by Rear-Admiral John Michael de Robeck, with acting rank of Vice-Admiral.

Times,
March 22,
1915.

The Secretary of the Admiralty makes the following announcement :

Unfavourable weather has interrupted the operations in the Dardanelles, and, as seaplane reconnaissance has not been possible, the amount of damage done to the forts by the bombardment of the 18th cannot be ascertained. No great expectations should, however, be based on this, as owing to the losses caused by drifting mines the attack was not pressed to its conclusion on that day. The power of the Fleet to dominate the fortresses by superiority of fire seems to be established.

Various other dangers and difficulties have to be encountered, but nothing has happened which justifies the belief that the cost of the undertaking will exceed what has always been expected and provided for.

The British casualties in *personnel* are sixty-one killed, wounded, and missing.

Admiral de Robeck has telegraphed to the Admiralty :

'I desire to bring to the notice of their Lordships the splendid behaviour of the French Squadron. Their heavy loss leaves them quite undaunted. They were led into close action by Rear-Admiral Guépratte with the greatest gallantry.'

C.O.,
March 27,
1915.

In the course of the operations in the Dardanelles on March 18, the Allied naval forces had to endure a very intense fire, and some vessels struck floating mines in the Narrows. The French and British ironclads violently bombarded the forts of Kilid-Bahr, of Tchanak-Keleshi, of Suandere, of Dardanos and of Kephez Point. The results obtained during this day of fierce combat have cost serious losses. The *Bouvet* was sunk by the explosion of a mine ; the *Gaulois* is temporarily out of action as the result of injuries caused

DOCUMENTARY HISTORY—NAVAL

by the enemy's fire. The British fleet has suffered equally ; two of its ironclads were sunk by mines. Their losses, painful though they are, will not arrest the progress of the operations. As soon as news was received of the accident to the *Bouvet* the Minister of Marine telegraphed to the *Henri IV.*, which was on the coast of Syria, to take her place. The reports which have reached the Minister show the brilliant part which the French division took in the conflict. It was our battleships which had the honour of attacking the forts of the Narrows at close range. The vigour they displayed was greatly appreciated by the British sailors. The telegraphic account sent by Vice-Admiral Guépratte says that the honour of the flag was fully upheld, although it was dearly bought by the loss of the *Bouvet*. The number of survivors from the vessel is sixty-six, of whom five are officers. The number of killed and wounded among the other vessels engaged is very small. The Minister of Marine has sent the congratulations of the Government of the Republic to Vice-Admiral Guépratte, and the officers and men of the fleet. Since March 18 unfavourable weather has caused a suspension of the operations.

It was after ten days employed in the destruction of the mines at the entrance to the Dardanelles, that the Allied Fleets proceeded on March 18 to a general attack on the forts in the Narrows at Chanak. At 10.45 A.M. the *Queen Elizabeth*, the *Inflexible*, the *Agamemnon*, and the *Lord Nelson* bombarded the forts Tekeh, Namazieh, and Hamidieh, while the *Triumph* and the *Prince George* engaged the batteries of Suandere, of Dardanos and of Kephez Point. The Turkish howitzers and field guns opened a violent fire on the ships. At 12.20 the French division, composed of the *Suffren*, the *Gaulois*, the *Charlemagne*, and the *Bouvet*, advanced and engaged the forts at close range. Kilid-Bahr and Hamidieh replied at first with vigour, but their fire was gradually suppressed by that of the ten ironclads, which were all more or less engaged during this phase of the action. By 1.25 A.M. all the forts had been reduced to silence. The *Vengeance*, the *Inflexible*, the *Albion*, the *Vulcan*, the *Swiftsure*, and the *Majestic*, then advanced to relieve the six British ironclads previously engaged. As the French division was leaving

C.O.,
March
1915.

the Narrows, after a brilliant engagement at close quarters, the *Bouvet* struck a floating mine. A formidable explosion ensued, and the vessel sank in three minutes to the northward of Erenkioi. At 2.35 the relieving ironclads reopened the attack on the forts, which now resumed firing. At 4.10 the *Irresistible* struck a mine and listed heavily. At 5.50 she sank in deep water. At 6.5 the *Ocean* also struck a mine and sank. Nearly the whole of the crews of these two vessels were saved. Unhappily this was not the case with the *Bouvet*, which sank quite suddenly. The *Gaulois* and the *Inflexible* were injured by the enemy's fire. The bombardment and the mine-sweeping operations ceased as the night fell. During the following days bad weather prevented our aircraft ascertaining the damage done by the bombardment to the enemy's works. The ironclads *Queen* and *Implacable* have left England to take the place of the ironclads which were sunk. On the part of the French the *Henri IV.*, which was stationed off the coast of Syria, has been ordered to proceed to the Dardanelles, where she will take the place of the *Bouvet*, while the *Jauréguiberry* will temporarily take the place of the *Gaulois*. Admiral de Robeck, who has succeeded Admiral Carden in command of the British fleet engaged in the operations, has telegraphed to the Admiralty as follows :

[For text of Admiral de Robeck's telegram, see p. 128.]

Petrograd, March 19.

It is officially confirmed that the Russian squadron has approached the north part of the Bosphorus, and that its arrival has caused a great panic in Constantinople.—*Reuter*.

Constantinople.

Headquarters reports: Early yesterday a portion of our fleet bombarded the wharf and practice ground for torpedo boats west of Theodosia in the Crimea and set it on fire. Early to-day the enemy fleet opened a violent fire against the Dardanelles forts, which replied successfully. At 2 o'clock in the afternoon the French armoured ship *Bouvet* was sunk.

Times,
March 20,
1915.

K.V.,
March 18,
1915.

DOCUMENTARY HISTORY—NAVAL

Constantinople.

Headquarters reports: To-day at 11.30 in the forenoon *ibid.* fourteen enemy armoured ships opened fire against the Dardanelles batteries. At three o'clock in the afternoon a part of the armoured ships withdrew beyond reach of our fire. Eight armoured ships continued the bombardment until 5 o'clock at very long intervals. In addition to the French ironclad *Bouvet* an enemy torpedo-boat was sunk. An English armoured ship of the *Irresistible* class was put out of action, another of the *Cornwallis* class was damaged and compelled to retire from the fighting line.

Constantinople.

The report already published by the Milli Agency, of the destruction of the English line-of-battle ships *Irresistible* and *Africa*, is now confirmed by the Turkish headquarters, which report as follows on the matter: The English line-of-battle ships *Irresistible* and *Africa*, which were reported yesterday as being seriously damaged, were sunk at midnight by fire from the batteries. *K.V.,*
March 19,
1915.

Constantinople.

Headquarters reports: Yesterday at 11.30 in the forenoon *ibid.* the enemy fleet composed of sixteen armoured ships, among which were four French ships, three cruisers, and several torpedo-boat destroyers, opened fire against the forts of the Straits. At 3 o'clock in the afternoon a part of the enemy fleet withdrew beyond reach of the fire of our batteries. Eight armoured ships continued the bombardment at long intervals until 6 o'clock, when they ceased firing and retired. Besides the French ironclad *Bouvet*, an enemy torpedo-boat was sunk. An English armoured ship of the *Irresistible* class was seriously damaged, and took such a heavy list to port that her guns appeared to be dipping in the water. The ship was incapable of carrying out any manœuvre whatever. Another ironclad, the *Africa*, was likewise damaged, heeled on one side, and withdrew with great difficulty. The damage caused by our fire, some of which also hit other ships, could not be ascertained. The stiff fight, which lasted seven hours, ended in the victory of our forts. With exception of slight injury to a few of our earthworks, we suffered no damage.

Constantinople.

K.V.,
March 20,
1915.

Headquarters reports that complete quiet reigned to-day in the Dardanelles and confirms the reports of the correspondent of the Milli Agency concerning the destruction of the English armoured ships *Irresistible* and *Africa* and the damage to another armoured ship, as well as the destruction of an enemy torpedo boat. The material damage caused to the forts is very slight. Our batteries are constantly ready for action. The loss in men is unimportant.

The correspondent of the Milli Agency learns that the enemy armoured ship which was being towed to Tenedos in a damaged condition sank with her towship. The crew of the ship was saved by other craft off Tenedos. The armoured ship in question was French.

Constantinople.

ibid.

Headquarters reports: From our observations it is established with absolute certainty that during the battle in the Dardanelles the French armoured ship *Bouvet* was struck by two shells of large calibre before she went down. Five of our shells hit the *Queen Elizabeth* and four the *Inflexible*. We had only a long-range gun damaged on our side. Our loss in men amounted to about twenty killed. To-day the enemy made no attempt against the Dardanelles.

Letter from Vice-Admiral De Robeck

Queen Elizabeth, March 26, 1915.

SIR,—I have the honour to enclose a detailed narrative of the operations in the Dardanelles on the 18th March 1915.

With regard to the general results of this attack, although the principal forts remained silent for considerable intervals, only a portion of their armaments can be considered disabled. The tactics employed by the enemy when the bombardment by the fleet becomes heavy are to desert their guns and retire to bomb-proof shelters. When they consider a favourable opportunity offered, they re-man the guns and open fire again.

DOCUMENTARY HISTORY—NAVAL

But taking into consideration the accuracy of fire of the ships and the number of explosions which occurred in the forts, both material and *personnel* must have suffered considerably. Throughout the greater part of the day the fleet appeared to have a marked advantage as regards gun-fire, so much so that the mine-sweepers were called in at 2 P.M. Soon after they were inside it was, however, evident from the amount of fire from howitzers and field guns that they would not be able to proceed into the mine-field at Kephez Point, and beyond sweeping in the area where *Bouvet* sank the sweepers effected nothing.

Up to the time *Bouvet* was mined everything had proceeded satisfactorily, the ships receiving little damage by the enemy's gunfire, although the annoyance from concealed batteries on both sides of the Straits was very great. It was evident that some of these batteries were directing their fire on the control positions of the ships. In this way the *Inflexible* lost two very fine officers who were in her fore control, viz., Commander Rudolf H. C. Verner and Lieutenant Arthur W. Blaker.

During the period the second division battleships *Ocean*, *Irresistible*, *Albion*, and *Vengeance* were bombarding, the situation again looked satisfactory.

Inflexible reported shortly after 4 P.M. that she had struck a mine, and she was ordered out of the Dardanelles. I submit that it reflects great credit on Captain Phillimore and his ship's company that *Inflexible* was able to reach shoal water off Tenedos.

It was only after *Wear* had returned from *Irresistible* at 4.50 P.M. that it was realised that the latter had also struck a mine. As soon as I was informed of this I ordered *Ocean* to take her in tow. This was, however, impossible, as will be seen from the reports of *Ocean* and *Irresistible*. It was also apparent that the area in which the ships were operating was too dangerous, and I therefore determined to withdraw the 'B' (advance) line and break off the engagement. Whilst these orders were being carried out *Ocean* was also struck by a torpedo or mine.

Eventually the ships withdrew at dark, the destroyers having taken off the ships' companies of both *Ocean* and *Irresistible*.

DOCUMENTARY HISTORY—NAVAL

The conduct of all ranks was reported to be excellent and up to the best traditions of our Service. The saving of valuable lives by

Wear,
Colne,
Chelmer,
Jed, and
Kennet,

was a brilliant and gallant performance on their part. I would submit the names of—

Captain Christopher P. Metcalfe, H.M.S. *Wear*,
Commander Claude Seymour, H.M.S. *Colne*,
Lieutenant-Commander Hugh T. England, H.M.S. *Chelmer*,
Lieutenant-Commander George F. A. Mulock, H.M.S. *Jed*,
and

Lieutenant Charles E. S. Farrant, H.M.S. *Kennet*,

for their Lordships' favourable consideration; and if I single out one for specially meritorious service, it is Captain Christopher P. Metcalfe, H.M.S. *Wear*; of whose conduct I cannot speak too highly.

I would also bring to their Lordships' notice the excellent conduct of the officers in charge of picket boats.

These young officers, who were under fire all day, performed most valuable service.

I received every assistance from my staff.

The advice and initiative of my Chief of Staff, Commodore Roger J. B. Keyes, was of the greatest value. He left in *Wear*, shortly before 5.30 P.M., to see whether it was possible to save *Ocean* or *Irresistible*, but their condition made it impracticable.

Though the squadron had to retire without accomplishing its task, it was by no means a defeated force, and the withdrawal was only necessitated owing to the mine menace, all ranks being anxious to renew the attack.

As a result of this bombardment it is considered imperative for success that the area in which ships are manœuvring shall be kept clear of mines, also that the mine-sweepers be manned by naval ratings, who will be prepared to work under heavy fire. In some cases their crews appear to have no objection to being blown up by mines, though they do not

DOCUMENTARY HISTORY—NAVAL

seem to like to work under gun-fire, which is a new element in their calling.

A reorganisation of the mine-sweepers' *personnel* is completed, and they are now manned for the most part by naval ranks and ratings.—I have, etc.

J. M. DE ROBECK,
Vice-Admiral.

The Secretary of the Admiralty.

ENCLOSURE

REPORT OF OPERATIONS CARRIED OUT BY THE ALLIED BRITISH AND FRENCH FLEETS OFF THE DARDANELLES ON MARCH 17 AND 18, 1915

(All times are local, *i.e.*, two hours fast on G.M.T.)

The attempts to clear the mine-field at Kephez Point during the dark hours having failed, it became necessary to carry this out by daylight.

The plan of operations was fully explained to captains of ships on the 16th, and issued to them on the 17th March.

Sweeping operations against Kephez mine-field were suspended during the nights of the 15th-16th, 16th-17th, and 17th-18th, trawlers during this time being employed in thoroughly sweeping the area in which the ships would have to manœuvre.

It was considered impracticable for ships to be at anchor inside the Dardanelles, owing to the heavy howitzer fire which can be brought to bear on them ; subject to the necessity of occasionally moving, so as to throw off the enemy's fire, ships remained stationary on the 18th, in order that the gun-fire of the fleet might be as accurate as possible.

The morning of the 18th was fine, though it was at first doubtful whether the direction of the wind—which was from the south—would allow the operations to take place under favourable conditions for spotting ; there was also a slight haze over the land ; this, however, cleared, and the wind having fallen the signal was made at 8.26 A.M. that operation would be proceeded with, commencing at 10.30 A.M.

March 18.

At 8.15 A.M. the Commander of the British mine-sweepers

reported area between 8000 and 10,000 yards range was traversed by sweepers on the night of the 17th-18th without result.

8.45.—Senior Officer of mine-sweepers reported that they had swept as far as White Cliffs, 'eleven cutters showed signs of working—no mines have been caught in the sweep.'

8.50.—Signal was made to French Admiral that Vice-Admiral did not wish him to approach nearer than 500 yards to the position of the reported mines situated at S.E. of Suandere Bay.

9.7.—It was reported that *Mosquito* had sunk three electric mines, none of which exploded; these were evidently empty mine-cases which were used to form a boom defence below Suandere Bay, and which had been broken up by our explosive creeps.

9.10.—Destroyers, fitted with light sweep, were ordered to sweep in ahead of the fleet.

10.30.—Ships reported—'Ready for action'—and Line 'A' proceeded in the following order:—

Prince George (on port beam).

Agamemnon.

Lord Nelson.

Queen Elizabeth.

Inflexible.

Triumph (on starboard beam).

Destroyers with sweeps preceded Line 'A' into the Dardanelles. Each battleship had one picket boat in attendance on her to deal with floating mines, and *Wear* was also in attendance on *Queen Elizabeth*.

Dartmouth was ordered to patrol the north coast of Gallipoli to fire on any batteries she could locate, and which were firing on the fleet inside the Straits.

Dublin demonstrated against Besika Bay and watched Yeni Shehr.

11.—Ships were engaging field guns and howitzers firing from the Asiatic shore.

11.15.—Four steamers were observed in the middle of the stream off Chanak; these made off up the Straits about fifteen minutes later.

11.25.—*Queen Elizabeth* opened fire on fort No. 19; *Agamemnon*, *Lord Nelson*, and *Inflexible* opening fire shortly

DOCUMENTARY HISTORY—NAVAL

afterwards in the order named. All line 'A' were firing by 11.36 A.M.

11.40.—*Triumph* was firing at fort No. 8 at a range of 10,400 yards.

Line 'A' was now being subjected to a heavy fire from howitzers and field guns. One battery of the former, using four guns of about 6-inch calibre, which fell well together, was particularly annoying. The forts also opened fire, but the range, about 14,400 yards, was evidently too great for them, and they fired only a few shots, none of which took effect.

11.50.—A big explosion was seen in fort No. 20, on which *Queen Elizabeth* was now firing. *Agamemnon* and *Lord Nelson* were apparently making good practice against forts Nos. 13 and 17.

About this time the fire from the heavy howitzers was less intense, but there were still a large number of smaller guns firing on ships of line 'A' all of whom were struck several times at this period.

0.6 P.M.—*Suffren*, *Bowvet*, *Gaulois*, *Charlemagne* (who formed the first line 'B'), were ordered to pass through line 'A' and engage the forts at closer range.

The wind at this time was blowing almost straight from the ships to Chanak, making spotting difficult from aloft.

Suffren led the French Squadron through line 'A' well ahead of *Bowvet*, and by 0.32 P.M. she came under fire from, and engaged the forts. Fort No. 13 was firing four guns, and forts Nos. 19, 7A, 9, and 8 all opened fire, and possibly 16 as well.

The action now became general, both lines 'A' and 'B' engaging the forts, and, at the same time, the lighter batteries. Fort No. 7A was very persistent, and seemed hard to hit.

0.47.—*Agamemnon* was being made the target for most of the lighter guns. She turned 32 points, and the batteries lost the range.

Inflexible was also under heavy fire, and a picket boat alongside her was sunk.

0.52.—Some large projectiles were falling into the water about 500 yards short of the line 'B.'

Forts Nos. 13, 19, 7A, and 8 were all firing; their practice was good, chiefly directed against line 'B,' *Prince George* and *Triumph*.

0.56.—*Inflexible's* fore bridge observed to be on fire, blazing fiercely.

About this time a heavy explosion occurred in fort No. 13.

1.15.—Line 'B' under a heavy fire, *Suffren* apparently hit several times; Fort No. 8 had now ceased firing.

1.25.—There was a slight lull in the firing, *Lord Nelson*, however, being straddled by a 6-inch battery.

Gaulois and *Charlemagne* were making good practice on forts Nos. 13 and 16.

1.25.—*Inflexible* quitted line to extinguish fire and clear control top, which had been wrecked by a shell, and all *personnel* therein disabled.

1.38.—Seaplane reported Fort No. 16 firing; 19 hit; 17 hit but firing; new battery at Kephez Point not manned; battery south of Suandere River firing.

1.43.—There was little firing; mine-sweepers were ordered to close. The French Squadron were ordered out of the Straits, also *Prince George* and *Triumph*, the ships relieving them being formed up just inside the Straits.

1.54.—*Suffren* leading line 'B' out of Straits, with *Bouvet* immediately astern. A large explosion occurred on the starboard side of the latter, abaft the after-bridge, accompanied by dense masses of reddish-black smoke. *Bouvet* capsized to starboard and sank within two minutes of the first explosion.

From the *Queen Elizabeth* it appeared that the explosion was not due to a mine, but possibly to a large projectile; it was also considered that a magazine explosion had occurred, as she was previously observed to be on fire aft, and she sank so rapidly; there appears little doubt that her magazine blew up, but whether it was exploded by a mine, gun-fire, or by an internal fire, is not clear.

British boats were quickly on the scene, but the whole episode occupied so short a time that few of the crew could have reached the upper deck; only sixty-six were picked up.

Suffren stood by till all the survivors were picked up, the remainder of her line proceeding out of harbour.

The enemy fired a few shells at the boats picking up survivors, without, however, obtaining any hits.

2.15.—*Queen Elizabeth* and *Lord Nelson* were practically the only ships firing, the forts being silent. About this time the enemy again opened fire with their 6-inch howitzer battery.

DOCUMENTARY HISTORY—NAVAL

2.31.—Seaplane over forts at 1 P.M. reported troops at Kephez Point. Forts Nos. 13, 16, 17, and 19 all manned and firing; Suandere also firing.

2.32.—New line 'B' passed through line 'A' to engage forts at closer range. This line consisted of *Vengeance*, *Irresistible*, *Albion* and *Ocean*, with *Swiftsure* and *Majestic* in support.

2.52.—Line 'B' was engaged with forts, of which only No. 19 was firing at all rapidly.

3.7.—Large explosion behind fort No. 13; from the volume of smoke it appeared that an oil tank had been set on fire.

3.14.—A heavy explosion was observed alongside *Irresistible*, evidently a big shell.

All forts were now firing rapidly, but inaccurately.

Fort No. 19 apparently concentrating on *Irresistible*, *Queen Elizabeth* in consequence opened salvo firing on it.

3.32.—*Irresistible* was observed to have slight list.

4.11.—*Inflexible* reported 'struck a mine'; she proceeded out of the Straits.

4.14.—*Irresistible* apparently unable to move, and with a noticeable list. *Wear* was ordered to close her and ascertain what was the matter, signalling communication having broken down.

Irresistible was ordered to proceed out of the Straits, if able to do so, and *Ocean* to prepare to take *Irresistible* in tow.

Wear was seen to go alongside *Irresistible*, and subsequently returned to *Queen Elizabeth* at 4.50 P.M. with 28 officers and 582 crew of *Irresistible* on board her. It was then ascertained for the first time that *Irresistible* had struck a mine, both engine-rooms being immediately flooded.

As the ship was helpless, her commanding officer decided to remove a portion of the crew, retaining the executive officer and ten volunteers to work wires, etc., should it be found possible to take her in tow.

The operation of removing the crew was carried out in a perfectly orderly manner, the ship being under fire the whole time from forts Nos. 7 and 8 and batteries near Erenkioi.

4.50.—When it was learnt that *Irresistible* had also struck a mine, orders were given for line 'B' to withdraw.

5.10.—*Wear*, having disembarked crew of *Irresistible*, was

ordered to close *Ocean* and *Irresistible*, and direct the former to withdraw if she was unable to take the latter in tow.

5.50.—Survivors on board *Irresistible* were removed to *Ocean*, the captains of both ships being of opinion that it was impracticable to take *Irresistible* in tow, she being bows on to the Asiatic shore, listing badly, at right angles to the course for going out, and there appearing to be insufficient room to manœuvre between her and the shore.

It was therefore determined to leave her till dark, when an attempt would be made to tow her out with destroyers and mine-sweepers, arrangements being meanwhile taken to torpedo and sink her in deep water should there be any chance of her grounding; this was always a possibility, as she was in the dead water off White Cliffs with a light breeze blowing up the Straits.

Irresistible having been abandoned, it was decided, in view of the unexpected mine menace, to abandon the mine-sweeping of the Kephez mine-field, it being inadvisable to leave heavy ships inside the Straits to cover the mine-sweepers.

6.5.—*Ocean*, while withdrawing, struck a mine and took a quick list to starboard of about fifteen degrees.

At the same time a shell, striking the starboard side aft, jammed the helm nearly hard a-port.

The list becoming gradually greater, her commanding officer determined to disembark the crew: this was done in the destroyers *Colne*, *Jed*, and *Chelmer*, under a heavy cross fire from forts Nos. 7 and 8 and batteries at Erenkioi. *Chelmer* was twice struck while alongside *Ocean*.

Destroyers *Wear*, *Racoon*, *Mosquito*, and *Kennet* also stood by *Ocean*.

When all were reported clear of the ship, the captain embarked in *Jed* and lay off till dark; he then returned to her to make absolutely certain no one was left on board and that nothing could be done to save her.

His opinion being that nothing could be done, the ship was finally abandoned in the centre of the Straits at about 7.30 P.M.

The captains of *Ocean* and *Irresistible*, after reporting to the Vice-Admiral Commanding, returned to the Dardanelles to join the destroyers, which, with six mine-sweepers, had been ordered to enter the Straits after dark to endeavour to tow *Irresistible* into the current and prevent *Ocean* drifting out of

DOCUMENTARY HISTORY—NAVAL

it. No trace of either ship could be found ; this was confirmed by *Jed* at 11 P.M. after an exhaustive search. *Canopus* at daylight also reconnoitred, and found no trace of either. There is no doubt both ships sank in deep water.

The squadron anchored at Tenedos for the night, *Canopus* and *Cornwallis* being on patrol with destroyers at the entrance of the Straits.

The damaged ships were dealt with as follows :—

Inflexible anchored north of Tenedos.

Gaulois grounded on north of Drepano Island—damage due to gun-fire.

On the morning of the 19th instant, Contre-Amiral Guépratte informed me that the *Suffren* was leaking forward ; it had been necessary to flood the fore magazine on account of fire, and a heavy shell had started a leak.

Inflexible, *Suffren*, and *Gaulois* will therefore require to go to Malta for repairs.

J. M. DE ROBECK,
Vice-Admiral.

March 24, 1915.

DESTROYER OPERATIONS, MARCH 17 AND 18, 1915

(All times are local.)

Basilisk, *Grasshopper*, *Racoon*, and *Mosquito* covered the operations of the mine-sweepers on the night of the 17th-18th March, being engaged during this service with shore batteries on both sides of the Straits.

At 6 A.M. on the 18th March, *Mosquito* saw and sunk three carbonite mines floating near Morto Bay—none exploded.

10 A.M.—*Colne* and *Chelmer* sweeping ahead of line 'A.' During this time *Colne's* whaler was struck by a 4-inch shell.

Wear was in attendance on *Queen Elizabeth* throughout the day, being in consequence frequently under fire. When *Bouvet* sank, *Wear* closed and lowered whaler to pick up survivors, being under fire at the time. *Basilisk*, *Grasshopper*, *Racoon*, *Mosquito*, *Ribble*, *Kennet*, *Colne*, and *Chelmer* also closed, but were too late to pick up any survivors.

2.45 P.M.—Destroyers closed *Gaulois*, who was in distress outside the Straits, *Colne*, *Chelmer*, *Mosquito*, and *Kennet*

transferring some of her crew to *Suffren*, *Dartmouth*, and *Lord Nelson*.

4.10.—When *Irresistible* was observed to be in distress, *Wear* was ordered to close her. *Wear* went alongside and took off practically the whole crew under heavy fire, transferring them at 4.50 P.M. to *Queen Elizabeth*.

She then returned and, after sounding round the *Irresistible*, remained in the vicinity of the damaged ships until nightfall, when she rejoined *Queen Elizabeth* to report.

Colne, *Chelmer*, *Racoon*, *Mosquito*, *Kennet*, and *Jed* stood by *Irresistible*, having come in from entrance of Straits.

6.5.—When *Ocean* struck a mine, *Racoon*, *Mosquito*, *Colne*, *Chelmer*, *Jed*, *Kennet*, and *Wear* stood by under heavy cross fire, *Colne*, *Chelmer*, *Jed*, and *Kennet* going alongside to remove the crew.

7.15.—*Colne* found no signs of *Ocean*; enemy still firing on *Irresistible*.

8.30 to 11.30 P.M.—*Jed* carried out a thorough search, but could find no trace of *Ocean* or *Irresistible*.

Damage sustained by destroyers:—

Chelmer, while alongside *Ocean*, struck and holed by centre stokehold, which was flooded. She went alongside *Lord Nelson*, where her own mat and that belonging to *Lord Nelson* were placed over the hole. She shortly afterwards proceeded to Tenedos, escorted by *Colne*.

Racoon, while standing by *Irresistible*, was damaged by concussion of large shell under starboard quarters and some shrapnel bullets.

J. M. DE ROBECK,
Vice-Admiral.

March 24, 1915.

MINE-SWEEPING OPERATIONS, MARCH 17 AND 18, 1915

Night of March 17 and 18.

British and French mine-sweepers continued sweeping area below the line Suandere River—Kephez Light.

They reported: 'No mines found.'

March 18.

Mine-sweepers ordered to enter and commence sweeping

DOCUMENTARY HISTORY—NAVAL

at 2 P.M. Of these two pairs got sweeps out, when abreast of White Cliffs, about 3.30 P.M. ; they were under fire.

No progress was made beyond this point, as it was not considered advisable to leave heavy ships inside the Straits to cover their operations, *Inflexible* having already struck a mine.

J. M. DE ROBECK,
Vice-Admiral.

March 24, 1915.

THE *AUGUSTE CONSEIL* TORPEDOED

The steamer *Auguste Conseil*, belonging to the Société des C.O.,
Affréteurs Rennes, was torpedoed on March 11 at 4.30 A.M. March 20,
22 miles south of the Start by the submarine *U 29*. The 1915.
whole of the crew were rescued by a Danish ship and landed at Falmouth.

THE *GUADELOUPE* SUNK

The mail steamer *Guadeloupe* of the Transatlantic *ibid.*
Company, which had left Rio de Janeiro on February 18,
bound for Dakar, was sunk by the auxiliary cruiser *Kron-*
prinz Wilhelm near the island of Fernando Noronha. The
passengers (143 in number) and the crew were landed at Per-
nambuco by English steamer *Churchill*.

NAVAL DISCIPLINE BILL

House of Lords, March 11, 1915.

Order of the Day for the Second Reading read.

The FIRST COMMISSIONER OF WORKS (LORD EMMOTT) : *Hansard.*
My Lords, this Bill to amend the Naval Discipline Act consists
for the most part of emergency provisions, but the opportunity
has been taken to add one or two other desirable alterations
in the law which are needed at the present time. The Bill was
passed in another place with general good will and with only
one or two very small alterations. It is entirely a question of
detail, and I will explain briefly the various clauses to your

Lordships. Clause 1 deals with Section 16 of the present Act. In Section 16 it is provided that if any one in the Navy strikes a superior officer who is in the execution of his office, he is liable to the punishment of death ; but if he strikes a superior officer when that superior officer is not in the execution of his office, then he is liable to penal servitude. The effect of Clause 1 of this Bill will be that penal servitude will be the punishment for both offences. As a matter of fact, for the last hundred years no death sentence has been carried out in connection with any offence of this kind, and I think it is generally agreed that penal servitude is a severe enough penalty. There is another advantage. At present, even in a case that is not at all serious, if a man in the Navy strikes a superior officer who is in the execution of his office, he must be tried by court-martial, but if this clause is carried it will be possible for a slight offence to be dealt with summarily.

Clause 2 deals with the question of absence. In time of war it is quite clear that absence may be almost, if not quite, as bad as desertion. The utmost penalty at present that can be given, even in time of war, for absence without leave is ten weeks' imprisonment, but this clause will enact that imprisonment for two years may be given as a punishment for absence. Clause 3 deals with an amendment of Section 46 of the original Act. Section 46 defines places in which offences are triable by courts-martial, and mentions 'Her Majesty's dockyards, victualling yards, steam factory yards, or on any gun-wharf, or in any arsenal, barrack, or hospital belonging to Her Majesty.' Modern conditions make it advisable that the places mentioned in Section 46 should be extended. Accordingly it is proposed to add to them the words 'or in any other premises held by or on behalf of the Crown for naval or military purposes, or in any canteen or sailors' home, or any place of recreation placed at the disposal of or used by officers or men of His Majesty's Navy which may be prescribed by the Admiralty.'

In Clause 4 is reproduced a provision similar to that in Section 158 of the Army Act. It enables a man who has ceased to be subject to the Naval Discipline Act to be tried for an offence committed while he was still under the Act, but it is enacted that the liability shall not, except in the case of the offence of mutiny or desertion, extend beyond three months

after he has left the Service. Clause 5 and Clause 7 are related. Clause 7 slightly extends the class of officers who can try offences summarily, and Clause 5 will enact that a warrant for arrest may be given not only by the officer in command of the Fleet or the squadron or the captain of a ship or senior officer present at the port, as is now the case, but also by an officer having, by virtue of Sub-section (3) of Section 56 of the Naval Discipline Act, power to try offences. Clause 6 deals with the power to inflict dismissal in addition to imprisonment. I think this is a very desirable change in the law. In effect, it will not apply to cases summarily tried, inasmuch as by the King's Regulations an officer in command of a ship can only recommend dismissal to the Admiralty. Therefore the effect will be that in cases of court-martial the court-martial will have the power to add a sentence of dismissal to any punishment that is inflicted.

Clause 8 deals with the places where a court-martial may be held. At present I believe a court-martial must be held on a ship. This clause will enable the Admiralty or the officer who ordered the court-martial in any particular case, for reasons to be recorded on the proceedings, to direct that a court-martial shall be held at a port at such convenient place on shore as the Admiralty or the officer who ordered the court-martial may direct. That will be a very beneficial change. In the case of Admiral Keppel a special Act of Parliament had to be passed in order that he might be tried on shore. It is obvious that a difficulty may arise and it may be convenient to hold the court-martial elsewhere than on board ship. Clause 9 enables the *Navy List* or *Gazette* to be evidence of the status of an officer. That is a matter of no great importance as regards most of the officers in the Navy, but there are so many auxiliary ships at the present time that it may be of considerable convenience in the future. Clause 10 deals with the question of two sentences running one with the other. In the case of a man who has been tried summarily and is in detention at the time, if he is tried and convicted for another offence the punishment for his later offence cannot be made to run from the time when the punishment for his first offence ceases. In the case of a man who has been tried by court-martial it can, but not in the case of a man tried summarily. This clause will remove that difference.

A question which was the subject of a special Bill as applying to the Army, introduced by the noble and learned Viscount on the Woolsack yesterday and passed through all its stages by your Lordships' House, is dealt with in Clause 11, and I think it will be of particular value in the Navy. The clause deals with two cases. First, the case of a man who, under the stress of war, may have committed an offence. The power of suspension will enable him to have a chance of purging that offence. It also deals with the case of a shirker, a man who apparently prefers imprisonment to going, say, to the North Sea at the present time. It will enable any one convicted of an offence of that kind to be sent to the North Sea before he undergoes his punishment. Clause 12 makes a very small change in the law in reference to the officer who can order a change of place of confinement. Clause 13 is complementary to the Army Act (Amendment) Bill, and deals with cases where naval and military forces are serving together. Clause 14 makes a very necessary change in the law. In the case of an officer in command of a hired ship going away and leaving a man in detention who is to be tried, there are many cases in which no one is left at the port where the man is in custody to try him. This clause will add to the class of people who are able to try a man of that kind. The officer commanding the ship, or vessel, or station in which such person may for the time being be held in custody will, under this clause, have the power to try him.

Clause 15 will replace without any sort of doubt the well-known and beautiful Preamble of the Naval Discipline Act, and it will also revive the definition of the Admiralty which enables two Lords of the Admiralty to act. Clause 16 is a common form in all amendments of the Naval Discipline Act. Its principal effect is that when amendments of this Act are made an authoritative print of the Act with the amendments is immediately published. It is obviously very desirable that an important Act of this kind should be kept up to date in this way, so that those who are interested may know exactly what the law is. I have now described briefly what this Bill purports to do. There are a few small amendments to be moved, and if your Lordships will agree, after reading the Bill a second time, to put it through the rest of its stages to-day, those amendments could be moved on Third Reading.

Moved, That the Bill be now read *2a*.—(*Lord Emmott*.)

The EARL OF SELBORNE: My Lords, we have not had the time that we should have liked in which to examine the details of this Bill, but I know that in the circumstances that could not be helped. So far as I have been able to follow the explanations of the noble Lord and to examine the details of the Bill, I do not think there is anything in it of which we should otherwise than approve, but if hereafter on further consideration there are points of criticism which arise, we should not feel ourselves precluded from raising them in some future session. I should not like, however, to sit down without expressing my delight that the First Lord of the Admiralty and his Board have had the historical sense to restore that Preamble which, born at the end of the seventeenth century, was temporarily smothered at the time of the revision of the Statutes by some legal luminary who possessed more learning than imagination. I am very glad indeed to see that that act of literary vandalism is now being obliterated.

On Question, Bill read *2a*.

Committee *negatived*: Then (Standing Order No. XXXIX having been suspended) Bill read *3a*.

The LORD CHANCELLOR: The noble Earl who has just sat down congratulated my noble friend on the successful determination of the Admiralty to save the historic Preamble of the Naval Discipline Act from the ruthless hand of the Statute Law Revision Committee; but, unfortunately, Clause 15 as it stands in the Bill does not do that. The clause as drawn proposes to repeal a supposed repeal of the Preamble. There has been no such repeal. It was part of the policy of the Statute Law Revision Committee to get rid of all unnecessary Preambles. As it could not be known beforehand which were necessary and which were unnecessary, power was taken in the Statute Law Revision Act of 1893 to repeal such Preambles as might prove to be unnecessary. But in so far as the Preamble to the Naval Discipline Act in question was concerned, the Committee never exercised their power. The clause which the Admiralty have introduced into this Bill proceeds on the hypothesis that something has been repealed which has not been repealed, and restores it. What the Admiralty have overlooked is the power to repeal, which remains untouched

by the clause in this Bill. Notwithstanding what has been said about lawyers in this House upon this occasion, I come as representative of the law to the relief of the Admiralty to rescue this historic Preamble from the hands of the executioner. I propose to amend Clause 15 in line 39, after 'the,' by inserting 'schedule to the'; and in line 40 by leaving out 'repeals' and inserting 'relates to.' As so altered the clause will run in this way—

'So much of the schedule to the Statute Law Revision Act, 1893, as relates to the Preamble to, and part of Section 86 of, the Naval Discipline Act shall cease to have and shall be deemed never to have had effect.'

What the result of these last words may be I do not know, but as a concession to the outraged spirit of the Navy I propose to insert the words as they will now stand.

Amendments moved—

Clause 15, page 5, line 39, after ('the') insert ('schedule to the'; line 40, leave out ('repeals') and insert ('relates to').—(*The Lord Chancellor.*)

On Question, Amendments agreed to.

LORD EMMOTT: The amendment which I have to propose is a merely verbal one. It is to leave out from Clause 16 words which clearly ought not to be there.

Amendment moved—

Clause 16, page 6, lines 17 and 18, leave out ('the schedule to').—(*Lord Emmott.*)

On Question, Amendment agreed to.

Bill *passed*, and returned to the Commons, and to be *printed* as amended.

NAVAL MARRIAGES BILL.

House of Lords, March 11, 1915.

Hansard.

Order of the Day for the Second Reading read.

LORD EMMOTT: My Lords, in 1908 there was passed through Parliament a Bill which enabled the banns of an officer, seaman, or marine to be published on board a man-of-war. This Bill goes a step further, and seeks to enact that when the banns have been so published and the banns of the lady have been published according to law in the country,

the marriage may take place in any place of worship or building in the United Kingdom other than the one in which the banns have been published—that is to say, in any other building in which marriages may lawfully be solemnised or contracted. There are a certain number of marriages which it is not very easy to carry out under conditions of active service. They often have to take place in a great hurry. This Bill will enable a man who comes in on his ship to, say, Newcastle, to be married in that town if the lady is there, instead of having to go, perhaps, to a village in, say, Warwickshire.

Moved, That the Bill be now read 2a—(*Lord Emmott.*)

The LORD ARCHBISHOP OF CANTERBURY: My Lords, to the intent and purport of this Bill I take no exception whatever. On the contrary, from ample experience during the last few months of the difficulties which have attended the celebration of some of the naval marriages that were desired to take place, I think that the Bill is admirable. There can be, however, no wish, in exceptional legislation of this kind carried for the sake of facilitating matters during war time, to interfere with the existing law more than is absolutely necessary. That, I imagine, would be the underlying principle in all such emergency legislation, and I want to call attention to the fact that there is a very material change in the existing law effected by the Bill as it is drawn.

By the law as it now stands, if banns are called in a church of the Church of England, or if a licence is given by a Bishop of the Church of England for a marriage, that marriage may take place in particular places which are named, but, of course, only within the churches of the Church of England. This Bill if carried would allow, I think most desirably, that the present limitation which confines the marriage to a particular town or a particular parish should be removed. But it goes further and, unintentionally as I believe, practically allows marriages which are authorised by a licence issued by a Bishop in England or by banns published in the Church of England to be celebrated in any building or place, which would include any registrar's office or the chapels of any denomination. That might cause a good deal of technical difficulty in certain ecclesiastical matters. I have reason to believe that the Admiralty are persuaded as to that, and the

words which I desire to see added to Clause 1 actually emanate from the Admiralty themselves. I venture to hope that your Lordships will allow me, when the Bill reaches Third Reading, to move an amendment to make that point clear.

On Question, Bill read 2*a*.

Committee *negatived*: Then (Standing Order No. XXXIX having been suspended) Bill read 3*a*.

The LORD ARCHBISHOP OF CANTERBURY: The amendment which I desire to move is to insert at the end of Clause 1 words providing that in England no marriage after banns published or an episcopal licence granted in England shall be solemnised elsewhere than in a church or chapel of the Church of England in which marriages may lawfully be solemnised.

Amendment moved—

Clause 1, page 1, at end of line 20, insert ' Provided that in England no marriage after banns published or an episcopal licence granted in England shall be solemnised elsewhere than in a church or chapel of the Church of England in which marriages may lawfully be solemnised.'—
(*The Lord Archbishop of Canterbury.*)

LORD EMMOTT: I am in rather a difficulty because I did not hear of this amendment until a few moments ago. I have been intensely busy, and have not had an opportunity, until the most rev. Primate was on his feet, of hearing anything at all about the matter. As the provision is confined to the period of the war I do not think the point is a very important one, and it would be a pity to jeopardise, as might be the case were the amendment accepted, the passing of this Bill. As I say, I have not heard until a few moments ago what the amendment was, and I have not had an opportunity of consulting the Admiralty with regard to it. But knowing the House of Commons as I do, I feel that there might be on a point of this kind considerable danger of the Bill being lost if we were to accept this amendment at this moment.

The LORD ARCHBISHOP OF CANTERBURY: I wish to make my own position perfectly clear. The words in the amendment are not my words at all, but the words of the Admiralty. The amendment is in the form in which they thought it might properly be made, and it was furnished to me after an ample correspondence on the point. I did suggest other

words, but instead of those the Admiralty thought that these words would be better. Accordingly I have moved the words in the form given to me by the Admiralty. Therefore I think my own action in the matter cannot be regarded as calculated to cause any of the difficulties of which the noble Lord spoke.

LORD PARMOOR: Unless an amendment of this kind were introduced there would be serious difficulty. You would really almost get back to the conditions when the Secret Marriage Act was necessary. Therefore I hope that the noble Lord in charge of the Bill will accept the amendment.

LORD EMMOTT: In the circumstances I do not feel that I can offer a blank negative to this amendment, but I do not like to accept it without warning your Lordships, as I have done, that I do not know what the effect will be when the Bill goes back to another place.

On Question, Amendment agreed to.

LORD EMMOTT: I have an amendment in Clause 2 to meet the case of Scotland I beg to move.

Amendment moved—

Clause 2, page 1, line 24, after (' publication ') insert (' or proclamation ').—(*Lord Emmott.*)

On Question, Amendment agreed to.

Bill *passed*, and returned to the Commons, and to be *printed* as amended.

PRIZE MONEY

House of Lords, March 11, 1915.

The EARL OF SELBORNE: My Lords, I beg to ask the *Hansard*. Question standing in my name on the Paper—viz. : To ask His Majesty's Government whether it is true that they have set up a Prize Claims Committee to consider of a distribution to individuals, whose claims have been rejected by the Prize Court, of portions of Prize Money ; and if so, whether they can inform the House what are its qualifications, and what cases in respect of what vessels and of what persons are now under consideration by that Committee ; and whether it is intended that while all Prize Money is withheld from the officers and men of the Navy, part of it shall be distributed to persons selected by the Prize Claims Committee.

The MARQUESS OF CREWE : My Lords, the answer to the noble Earl's first Question is in the affirmative. The Prize Claims Committee has been set up, with my right hon. friend the Attorney-General as its chairman and my noble friend Lord Desart as its vice-chairman ; and I ought to add that on it are representatives of the Admiralty and of the Treasury and also of financial and shipping interests. Its functions are to look into claims which may be made by either British or neutral firms in respect of ships or cargoes condemned by Prize Courts. In numbers of cases claims have been made either upon the ships or upon the cargoes by banks and other people. This Prize Claims Committee examines the validity of those claims, and there its functions stop. There has been, of course, in a sense a departure from the old practice in which prizes at sea were regarded as the actual booty of the particular ship that made the capture. It is now intended that Prize Money in the strict sense should be ultimately allocated among the Navy as a whole. But that, of course, is a question apart from the case, say, of an advance which a British banker has made on shipping documents which have been handed to him as security and as to which he puts in a claim.

The Committee does not pretend to decide from what funds or in what manner the claims should be met. Its functions are simply concerned with the determination and examination of the validity of the claim itself. Suppose, say, that a ship has been captured with a cargo worth £20,000 upon which some financier has made an advance of £10,000. It becomes a matter of policy to consider whether the proceeds of the cargo when sold should be handed over in their entirety to the Navy, or whether the claim of the lender should by some means or other be met. But the Prize Committee does not offer an opinion as to how the money is to be found, supposing it to be assumed that the holder of security has an equitable claim for some consideration. All a Prize Court does is to determine the ownership of the property without any respect to the claims on the property. I take it that that is the immemorial function of a Prize Court.

I conceive that the noble Earl opposite, as a former First Lord of the Admiralty, has in mind the interests of the Navy in this matter, and is desirous that the Navy should not suffer. It is not possible, if the principle is adopted of regarding as

admissible a question of prize claim, to make an immediate distribution of the proceeds of the sale of the ship or the cargo ; and it, of course, becomes much more impossible when the distribution is to be made to the Navy as a whole and not to the actual capturers of the ship. But that in no way prevents the allocation, either at present or at any time during the war, or at the close of the war, of such a sum in the form of prize bounty as it may be decided the Navy is entitled to. As regards the particular sums of money produced by the sale of prizes, it is impossible at this moment to regard the Navy as strictly entitled to more than the net proceeds as distinct from the gross ; but that, of course, does not prejudice the actual amount of money which in the long run the Navy may receive, because it is a matter for the country to decide how far it is the duty of the taxpayers to indemnify the person who has made the advances on the cargo as well as to reward the seamen and the officers for the capture of the ship. Therefore the whole matter has to stand over in that sense until the end of the war. I must not be taken as expressing an opinion that when a prize of this kind is sold a certain proportion of the proceeds ought to belong to those who have some kind of lien on the cargo or on the ship, and a certain other proportion to the Navy. But, as I think the noble Earl will see, the change which has been made in the whole principle of distribution of Prize Money prevents the immediate allocation to the particular persons and crew of a particular ship of their share of the proceeds of a particular capture.

The EARL OF DESART : My Lords, I want to say a word, rather more to explain the position than anything else. The noble Earl who asked this Question, I think, feels some uneasiness because he thinks Prize Money has been dealt with by this Committee. Of course my colleagues and I are not responsible for the policy, and at the present moment the Committee are not dealing with money at all. It would be unwise for them to go into these claims and make awards when they have no means of giving effect to them, and there is at present no means of giving effect to them. Therefore as long as the matter is under consideration the Committee cannot tell whether it will be out of this or that fund that the money will ultimately come, and have not in fact made any awards. I think there may arise a feeling amongst those

interested that the Committee ought to do something, and that some sort of decision ought to be arrived at as soon as may be. I rose merely to state how the thing stood, and to say that the noble Earl need not be under any uneasiness that money has up to now been paid out of this or any other fund.

The MARQUESS OF CREWE: May I ask the noble and learned Earl for an explanation? As he says, the actual money is not available for distribution. But why does that prevent the allocation of claims?

The EARL OF DESART: It was very carefully considered, and it was decided that it would be better to postpone action rather than that witnesses should be examined and people put to expense until we knew how awards will be met.

INQUIRIES INTO SHIPPING CASUALTIES ABROAD

*Board of Trade, Marine Department,
Whitehall Gardens, S.W.,
March 11, 1915.*

L.G.,
March 12,
1915.

The Board of Trade hereby give notice, under the General Rules for Formal Investigations into Shipping Casualties and Appeals and Rehearings, 1907, that they have received during the month of February 1915, the following Reports of Formal Investigations into Shipping Casualties held by Courts in British Possessions abroad:—*Corra Lynn, Clan Stuart, Norfolk, Baroda and Gopal, and Batiscan and Muriel.*

BLOCKADE OF GERMANY

At the Court at *Buckingham Palace*, the 11th day of March 1915.

Present,

The KING'S Most Excellent Majesty in Council.

L.G.,
March 15,
1915.

WHEREAS the German Government has issued certain Orders which, in violation of the usages of war, purport to declare the waters surrounding the United Kingdom a military area, in which all British and allied merchant vessels will be destroyed irrespective of the safety of the lives of passengers and crew, and in which neutral shipping will be exposed to similar danger in view of the uncertainties of naval warfare:

And whereas in a memorandum accompanying the said Orders neutrals are warned against entrusting crews, passengers, or goods to British or allied ships :

And whereas such attempts on the part of the enemy give to His Majesty an unquestionable right of retaliation :

And whereas His Majesty has therefore decided to adopt further measures in order to prevent commodities of any kind from reaching or leaving Germany, though such measures will be enforced without risk to neutral ships or to neutral or non-combatant life, and in strict observance of the dictates of humanity :

And whereas the Allies of His Majesty are associated with Him in the steps now to be announced for restricting further the commerce of Germany :

His Majesty is therefore pleased, by and with the advice of His Privy Council, to order and it is hereby ordered, as follows :—

I. No merchant vessel which sailed from her port of departure after the 1st March 1915 shall be allowed to proceed on her voyage to any German port.

Unless the vessel receives a pass enabling her to proceed to some neutral or allied port to be named in the pass, goods on board any such vessel must be discharged in a British port and placed in the custody of the Marshal of the Prize Court. Goods so discharged, not being contraband of war, shall, if not requisitioned for the use of His Majesty, be restored by order of the Court, upon such terms as the Court may in the circumstances deem to be just, to the person entitled thereto.

II. No merchant vessel which sailed from any German port after the 1st March 1915 shall be allowed to proceed on her voyage with any goods on board laden at such port.

All goods laden at such port must be discharged in a British or allied port. Goods so discharged in a British port shall be placed in the custody of the Marshal of the Prize Court, and, if not requisitioned for the use of His Majesty, shall be detained or sold under the direction of the Prize Court. The proceeds of goods so sold shall be paid into Court and dealt with in such manner as the Court may in the circumstances deem to be just.

Provided that no proceeds of the sale of such goods shall be paid out of Court until the conclusion of peace, except on

the application of the proper Officer of the Crown, unless it be shown that the goods had become neutral property before the issue of this Order.

Provided also that nothing herein shall prevent the release of neutral property laden at such enemy port on the application of the proper Officer of the Crown.

III. Every merchant vessel which sailed from her port of departure after the 1st March 1915 on her way to a port other than a German port, carrying goods with an enemy destination, or which are enemy property, may be required to discharge such goods in a British or allied port. Any goods so discharged in a British port shall be placed in the custody of the Marshal of the Prize Court, and, unless they are contraband of war, shall, if not requisitioned for the use of His Majesty, be restored by order of the Court, upon such terms as the Court may in the circumstances deem to be just, to the person entitled thereto.

Provided that this Article shall not apply in any case falling within Articles II. or IV. of this Order.

IV. Every merchant vessel which sailed from a port other than a German port after the 1st March 1915, having on board goods which are of enemy origin or are enemy property, may be required to discharge such goods in a British or allied port. Goods so discharged in a British port shall be placed in the custody of the Marshal of the Prize Court, and, if not requisitioned for the use of His Majesty, shall be detained or sold under the direction of the Prize Court. The proceeds of goods so sold shall be paid into Court and dealt with in such manner as the Court may in the circumstances deem to be just.

Provided that no proceeds of the sale of such goods shall be paid out of Court until the conclusion of peace except on the application of the proper Officer of the Crown, unless it be shown that the goods had become neutral property before the issue of this Order.

Provided also that nothing herein shall prevent the release of neutral property of enemy origin on the application of the proper Officer of the Crown.

V.—(1) Any person claiming to be interested in, or to have any claim in respect of any goods (not being contraband of war) placed in the custody of the Marshal of the Prize

DOCUMENTARY HISTORY—NAVAL

Court under this order, or in the proceeds of such goods, may forthwith issue a writ in the Prize Court against the proper Officer of the Crown and apply for an order that the goods should be restored to him, or that their proceeds should be paid to him, or for such other order as the circumstances of the case may require.

(2) The practice and procedure of the Prize Court shall, so far as applicable, be followed *mutatis mutandis* in any proceedings consequential upon this Order.

VI. A merchant vessel which has cleared for a neutral port from a British or allied port, or which has been allowed to pass having an ostensible destination to a neutral port, and proceeds to an enemy port, shall, if captured on any subsequent voyage, be liable to condemnation.

VII. Nothing in this Order shall be deemed to affect the liability of any vessel or goods to capture or condemnation independently of this Order.

VIII. Nothing in this Order shall prevent the relaxation of the provisions of this Order in respect of the merchant vessels of any country which declares that no commerce intended for or originating in Germany or belonging to German subjects shall enjoy the protection of its flag.

NAVY SEPARATION ALLOWANCE

The Secretary of the Admiralty makes the following announcement :—

The weekly rates of Navy Separation Allowance for children have been increased from 2s. to 4s. for the first child, from 2s. to 3s. for the second, and from 1s. to 2s. for the third. The rate for the fourth and any subsequent children will continue to be, as at present, 1s. a week. For motherless children the rate has been increased from 3s. to 5s. each.

These increases take effect from the 1st inst. The additional sum due from that date will be included with the first payment for next quarter, which will be made on April 8. As the books of postal drafts on which payment is made for the present quarter are already in the hands of the post-masters, it is not possible to recall them all and alter the amounts payable, but the full amount due will be paid in

Times,
March 11,
1915.

DOCUMENTARY HISTORY—NAVAL

all cases on April 8 without any application from the persons concerned.

The payment on April 8 will also for the first time include a weekly instalment of the man's allotment, which will cease to be paid monthly after the payment due on the 31st of this month.

A detailed statement will be sent to each payee before April 8, explaining fully the payments to be received on that date and on subsequent Thursdays.

FRENCH TROOPS FOR DARDANELLES

(Official.)

Paris, March 11.

Times,
March 13,
1915.

The Expeditionary Force concentrated in North Africa is composed partly of troops other than Algerian sharpshooters drawn from this region and partly by troops from France. These troops have been placed under the orders of General d'Amade, who has been selected for the command owing to his experience of expeditions in distant lands.

General d'Amade, it may be mentioned, followed the operations of the British Army in the Transvaal.

A part of the Expeditionary Corps is at present on the way to the Levant, where it will join the naval forces which have already been in action.—*Reuter*.

LOSS OF THE *BAYANO*

March 13.

Times,
March 15,
1915.

The Secretary of the Admiralty reports the loss of His Majesty's auxiliary cruiser *Bayano* while engaged on patrol duty.

On the 11th inst. the wreckage of the vessel and bodies were discovered, and circumstances point to her having been sunk by an enemy's torpedo.

The following officers are missing, and must be presumed to have lost their lives :—

Commander—Henry Cecil Carr.

Lieutenant R.N.R.—Bernard Dunphy.

Lieutenant R.N.R.—Arthur Crossfield Brattan.

Lieutenant R.N.R.—John Huddy.

DOCUMENTARY HISTORY—NAVAL

Lieutenant R.N.R.—Ernest Arthur Brown.
Sub-Lieutenant R.N.R.—Charles Edmonds Sims.
Sub-Lieutenant R.N.R.—Alexander Clyne Davison.
Chief Engineer R.N.R.—Harold Richard Williams.
Senior Engineer R.N.R.—Charles Jones.
Engineer R.N.R.—Edward William George Humble.
Assistant Paymaster R.N.R.—Dudley Cecil Chorley.
Gunner—Richard Harrison.
Midshipman R.N.R.—Harold Brantnall Gough.
Midshipman R.N.R.—Leslie Frank Bailey.

The following officers and men have been rescued and landed by the auxiliary patrol vessel *Tara* :—

Lieutenant-Commander Kenneth A. F. Guy, R.N.,
Surgeon Kenneth H. Hole, R.N., Probationary
Surgeon Richard Batson, R.N.R. (?), Midshipman
Henry A. Wright, R.N.R., C.P.O.; R. A. G.
Wood, O.N. 115347; P.O. 1st Cl. G. A. Glover,
O.N. 177130; Carpenter's Crew S. V. Brailsford,
ship's books 15 B; Able Seaman J. Hayes, O.N.
5517 R.F.R.

The following other ratings were taken on board the S.S. *Balmerino*, and landed :—

Baker, Richard, A.B. (R.F.R. B650), 151102; Bat-
trick, Arthur Dennis, Boy Telegraphist, J29320;
Caulfield, John, Ordinary Seaman, R.N.V.R.,
London, Z/620; Chiddle, Frederick, A.B. (R.F.R.
B6863), 212229; Courtney, Percy George Chris-
topher, A.B. (R.F.R. B1584), 185061; Craze, A.
T. C., Private, R.M.L.I., Po/6736; Cummings,
Benjamin John, Petty Officer 1st cl. (R.F.R.
A3752), 143745; Glover, George Albert, Petty
Officer, 177130; Hayes, John, A.B. (R.F.R.
B5517), 217802; James, Henry, A.B. (R.F.R.
B6598), 205627; Keates, Stephen, Leading Sea-
man, R.N.R. (Newfoundland), 458X; Lucas,
Arthur William, A.B. (R.F.R. B4669), S.S.1665;
Luck, Ernest Samuel, A.B. (R.F.R. B6312),
233152; M'Dermott, James W., Ordinary Seaman,
R.N.V.R., Mersey, Z/317; Please, Charles Victor,
Signal Boy, J27215; Rolfe, Thomas G., Seaman,

DOCUMENTARY HISTORY—NAVAL

R.N.R., 4823A ; Ryan, William, Ordinary Seaman,
R.N.V.R., Tyne, Z/1682 ; Taylor, Dennis, A.B.
(R.F.R. B131), 189099.

SPECIALLY ENTERED MERCANTILE CREW

M'Sporran, John, Carpenter's Mate ; Whitcomb,
Abner, Painter.

Captain McGarrick, of the S.S. *Castlereagh*, of Belfast, states that his ship passed on Thursday morning through a quantity of wreckage and dead bodies floating in lifebelts. He attempted to search the spot in the hope of saving any men who might still be alive, but was prevented by the appearance of an enemy submarine, which gave chase for about twenty minutes.

PAY OF TEMPORARY OFFICERS IN ROYAL MARINES

At the Court at *Buckingham Palace*, the 11th day of March,
1915.

Present,

The KING'S Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 3rd day of March 1915, in the words following, viz. :—

' Whereas by Section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, or other allowances in the nature thereof, payable in respect of services in Your Majesty's Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein, shall be paid in such manner, and subject to such restrictions, conditions, and provisions, as are from time to time directed by Order in Council :

' And whereas it is necessary that Officers of the Royal Navy or Royal Naval Volunteer Reserve attached to Royal Marine Artillery Brigades should be given temporary rank in the Royal Marines, and we are of opinion

DOCUMENTARY HISTORY—NAVAL

that Officers so attached should continue to receive pay at Naval rates :

‘We beg leave humbly to recommend that Your Majesty may be graciously pleased, by Your Order in Council, to authorise the retention of Naval Emoluments by Officers granted temporary commissions in the Royal Marines in the above-mentioned circumstances.

‘The Lords Commissioners of Your Majesty’s Treasury have signified their concurrence in this proposal.’

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

ALLOWANCES TO SICK BERTH STAFF

At the Court at *Buckingham Palace*, the 11th day of March 1915.

Present,

The KING’S Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial *ibid.* from the Right Honourable the Lords Commissioners of the Admiralty, dated the 5th day of March 1915, in the words following, viz. :—

‘Whereas by section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, and other allowances in the nature thereof, payable in respect of services in Your Majesty’s Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein, shall be paid in such manner, and subject to such restrictions, conditions, and provisions, as are from time to time directed by Order in Council :

‘And whereas it has been found necessary to increase the accommodation at Your Majesty’s Royal Naval Sick Quarters at Shotley, and to organise the Staff on a basis similar to that adopted for the Staff of Your Majesty’s Royal Naval Hospitals :

‘And whereas we are of opinion that in these circum-

DOCUMENTARY HISTORY—NAVAL

stances the Sick Berth Staff of the Sick Quarters at Shotley should be granted the same allowances as are granted to Members of the Sick Berth Staff of the Naval Hospitals who are engaged upon similar duties :

' We, therefore, beg leave humbly to recommend that Your Majesty may be graciously pleased, by Your Order in Council, to sanction the grant of the following allowances to Members of the Staff at Shotley, with effect as from the 6th November 1914 :—

' (1) An allowance of 6d. a day to one of the Sick Berth Staff for acting as Operating Room Attendant :

' (2) An allowance of 6d. a day to the Chief Sick Berth Steward for charge of stores.

' The Lords Commissioners of Your Majesty's Treasury have concurred in these proposals.'

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

THE PRINZ EITEL FRIEDRICH AT NEWPORT NEWS

On March 11 the auxiliary cruiser *Prinz Eitel Friedrich*¹ entered the port of Newport News in Virginia, and is there undergoing repairs.

C.O.,
March 20,
1915.

¹ [See
Naval 3,
p. 131.]

Times,
March 19,
1915.

The Philadelphia *Ledger* remonstrates against a thing which is causing much amusement and some annoyance here—namely, the official attentions paid to the commander of the *Eitel Friedrich*. Despite his sinking of an American ship and the protest which the United States Government is understood to have registered, this officer was invited to sit on the platform at the recent launching at Newport News of the super-Dreadnought *Pennsylvania*, and in other ways was officially noticed by Mr. Daniels, the Secretary of the Navy, who was present. The *Ledger* writes :—

A distinctly discordant note was struck when the officer responsible

DOCUMENTARY HISTORY—NAVAL

for so flagrant a breach of comity was made the guest of honour at an important naval function and allowed to make jesting comments about the serious international situation for which he is responsible. Good taste on his part would have dictated a different course.

It cannot be too emphatically stated, lest the incident should be misunderstood at home, that the *Ledger* voices responsible American opinion.

Washington, March 19.

There is reason to believe that the *Eitel Friedrich* will bear watching at Newport News. The American authorities, of course, are bound to be silent as to the length of time her repairs will take. Her captain has announced she must have about a month in dock. Good information, however, reaches me that the vessel is in a state to leave any day.

Times,
March 20,
1915.

It is further alleged that the reason she came to Newport News at all was to deflect the attention of our cruisers from the interned liners in New York. Evidence accumulates that these liners were preparing a dash about that time. If that really were the case they have missed their opportunity, for, alarmed by the possibility of an infringement of its rules of neutrality, the Government has taken stringent steps to prevent any ship leaving New York without clearance papers.

Washington, March 31.

A detachment of coast artillerymen have been sent from Fort Monroe to Newport News shipyard to mount guard over the *Prinz Eitel Friedrich*. The commander had asked for a patrol to be set round the ship.—*Reuter*.

Times,
April 2,
1915.

Washington, April 4.

It is believed that the time-limit set for the departure of the *Eitel Friedrich* from Newport News has nearly expired, and that she will be interned. For a week past the newspapers have been filled with stories that she was about to make a dash for the sea, but in well-informed quarters these stories are discounted as due, partly to a desire to keep the British cruisers off Chesapeake Bay, and partly as the contribution

Times,
April 5,
1915.

of the captain of the *Eitel Friedrich* to the German publicity campaign in the United States. Certainly as a Press agent the captain has been even more successful than as a commerce destroyer. He has not only succeeded in spreading the impression that he is almost *persona grata* with the American officials, but by having his remarks and movements volubly reported he has picturesquely seconded the campaign for the popularisation of German arms.

Not that the campaign is having conspicuous success. The indications are that feeling against Germany is running higher than ever. The efforts of racially and materially interested people to make trouble over our war zone policy have been more than discounted by the sinking of the *Falaba*, and by the murder of Mr. Thrasher.

Newport News, April 5.

Times,
April 6,
1915.

The Commandant of the Norfolk Navy Yard to-day went on board the *Prinz Eitel Friedrich*, and conferred with her commander. It is now confidently predicted that, having missed the opportunity to get away in Saturday's storm, the German cruiser will be interned shortly.—*Reuter.*

Washington, April 7.

Times,
April 8,
1915.

The commander of the German auxiliary cruiser *Prinz Eitel Friedrich* has informed the Collector of Customs at Newport News that he desires to intern his ship.

The commander said that he was compelled to intern because the relief which would have made a dash out to sea possible had failed to arrive. The cruiser will be interned in Norfolk Navy Yard.—*Reuter.*

New York, April 7.

ibid.

The continued refusal of American officials to clear British ships at Newport News has aroused strong protests in the Chamber of Commerce, whose members assert that the delayed clearances are greatly damaging the business of the port. Efforts have been made to induce the two Senators of Virginia to have the embargo raised. The restrictions to-day were

DOCUMENTARY HISTORY—NAVAL

heavier than ever, and the British ship captains can get no explanation from the Collector of Customs. It is supposed that the detention of the British ships has for its object to give an opportunity for the departure of the *Prinz Eitel Friedrich*.

New York, April 8.

The German commerce destroyer, the *Prinz Eitel Friedrich*, was to-day interned by the American authorities. Until the last moment her captain maintained the pretence of preparing for a dash for the open sea, but since his failure on Saturday to avail himself of the opportunity of escape offered by the blinding snowstorm, there were few doubts as to his actual intentions. Captain Thierichens's final excuse for not carrying out his professed intention is, to say the least, ingenuous. He asserted that he was expecting the arrival of relief. This relief was to come in the shape of a Dreadnought cruiser *Vonder Tann* and a large submarine, which were to have engaged the British and French cruisers while the *Eitel Friedrich* rushed out to sea.

Times,
April 9,
1915.

The American authorities gave the *Eitel Friedrich* an absolutely clear way through the territorial waters, by preventing all ships belonging to the other belligerents from leaving the port during twenty-four hours. At the same time the United States warship *Alabama* cruised outside with cleared decks and under orders to prevent at all costs any violation of American neutrality. Yet the *Eitel Friedrich*, though smoke was belching from her funnels, showed no signs of weighing anchor.

At a late hour Mr. Hamilton, the Collector of the port, boarded the vessel and notified the captain afresh that he must, under pain of internment, leave the port before midnight and the three-mile zone before four o'clock this morning. Captain Thierichens, in reply, handed to Mr. Hamilton the following Note:—

I inform you that I intend to intern S.M.S. *Prinz Eitel Friedrich*. The relief I expected appear not to arrive in time; so number and force of enemy cruisers watching the entrance of the bay makes to me impossible the dash for the open sea with any hope of success. I have decided not to deliver the crew and the ship to fruitless and certain

destruction. Being obliged for the courtesy shown by all the United States authorities, I am expecting your orders. I have sent same information to Rear-Admiral Helm, of the United States ship *Alabama*.
—Yours respectfully,
THIERICHENS.

Upon receiving this communication the authorities immediately informed the captains of more than a score of British vessels that they were now at liberty to leave port.

The *Eitel Friedrich* is to be dismantled at Norfolk Navy Yard and the crew placed on parole on their giving a promise not to take any further part in the war. 'It makes me sick,' was Captain Thierichens's message to the reporters, while other officers explained that, while the ship's stocks of beer have been replenished, it had proved impossible to obtain from neutral America fresh ammunition for the 8-inch guns.

Times,
April 9,
1915.

The *Prinz Eitel Friedrich* arrived at Newport News on March 11, her boilers and machinery being badly in need of repair. The American Neutrality Board recommended that the vessel should be allowed sufficient time to effect such repairs as to render her seaworthy. These appear to have been completed about a week ago, and from day to day it was expected that the vessel would depart.

The raider is a vessel of 8800 tons, formerly in the service of the Norddeutscher Lloyd. She was at Tientsin on July 29, and was not reported again until November 6, when she left Valparaiso. In the meantime she had obtained guns from one of the German cruisers.

Her raiding began with the sinking on December 5 off the South American coast of the *Charcas*, a British chartered vessel, belonging to the William R. Grace Company of New York. The next victim was the French collier *Jean*, with 3000 tons of coal for British war vessels. The *Jean* was towed to Easter Island, where she was sunk. The British vessel *Kildalton* was caught and destroyed on the way. The crews of these ships were left on Easter Island. The list of the vessels sunk and of the crews taken into the *Eitel Friedrich* after leaving Easter Island was given to the Collector of Customs at Newport News as follows:—[For list, see *Naval* 3, p. 132.]

The locking up of the *Prinz Eitel Friedrich* is a relief. Not *ibid.* that this vessel was capable of much more mischief, or that her further career is likely to have been other than a short one. The Allies had seen to that. But if she had got to sea and continued her depredations, for only a brief period, some international difficulties might have been caused. The treatment accorded to this vessel by the United States authorities lacked nothing in generosity, in spite of what happened to the *William P. Frye*.¹ It is all very well to allow a belligerent vessel to repair in a neutral port damages caused by the sea, but to permit her to add to her efficiency as a warship, and even to help her to do so, is scarcely in strict accordance with a neutral attitude. To restore the *Prinz Eitel Friedrich* to a state of seaworthiness, and make her fit to proceed to her nearest national port, was quite right and proper. To take her into dock and clean her hull, thus adding two or three knots to her speed, was another thing altogether. Any explanation, however, of this course of action which might have been asked for may now be dispensed with, in view of the ship's internment.

The excuse made by Captain Thierichens that he was left no alternative to voluntary internment because the relief he was expecting had failed to arrive is too thin. What kind of assistance he could have hoped for he does not explain. It could scarcely have been anything from home, and the only other German vessel still on the seas is the *Kronprinz Wilhelm*. This ship was last reported to be making her way northward in the hope of getting interned in an American port, but she is not likely to have sought a meeting with the British cruisers off the Virginia Capes. There were, of course, attempts on the part of the *Macedonia*,² at Las Palmas, and the *Odenwald*,³ at San Juan de Porto Rico, to escape, but neither of these vessels could have given any help. Germany has lodged a protest in connection with the attempted flight of the *Odenwald*, complaining that no blank charge was fired as a warning to her, and that after she had begun to go astern she was still the target for the fort's guns. Looking at the circumstances, and to the real status of the *Odenwald*, the United States authorities should have no difficulty in dealing with this matter. Only a German could have had the audacity to raise such a question at all in view of the barefaced attempt to use an American harbour as a base of supply.

¹ [See *Naval* 3, p. 131.]

² [See p. 191.]

³ See p. 192.]

Another instance of German effrontery and shamelessness is exposed by the official reply, issued yesterday, to the plea of Count Bernstorff that the loss of life in the *Falaba*¹ was due to military necessity. In the Note from Berlin, it was suggested that the blame rested upon the British Government for instructing our merchant ships to offer resistance. As a matter of fact, no resistance was offered by the *Falaba*. She was not armed, and when the submarine signalled her to do so she stopped. The loss of life was caused by the captain of the submarine firing his torpedo into the ship at short range within the period he had given to the crew and passengers to leave her. Whether everybody could have escaped in five minutes is doubtful, but they were not even permitted so long as this. No regret, moreover, is expressed at the exhibition of callousness and inhumanity of the crew of the submarine in jeering at the people struggling for their lives in the water. It may be that the captain of the submarine considered it a military necessity to sink the ship, but this is no palliation of his conduct in drowning her passengers, when five minutes' grace would have given them a chance for their lives.

It is to be noticed, by the way, that on April 2 the German official wireless news denounced the testimony of those actually present at the sinking of the *Falaba* as 'a shameless lie,' but the Note from Berlin, which Herr von Jagow sent to America, and which is dated April 6, states that 'no report has been received from the submarine which sank the *Falaba*.' Consequently the Germans could have had no rebutting evidence on which to base their denial.

DIPLOMATIC CORRESPONDENCE RELATING TO THE INTERNMENT OF THE *PRINZ EITEL FRIEDRICH*

The Secretary of State to the German Ambassador

*Department of State,
Washington, March 18, 1915.*

U.S.D.C.

EXCELLENCY: The Department of State has received from the Navy Department the report of the board of naval

DOCUMENTARY HISTORY—NAVAL

officers who made an examination of S.M.S. *Prinz Eitel Friedrich*, now in the harbour of Newport News, Va., with a view to ascertaining the repairs necessary to put the vessel in a thoroughly seaworthy condition, and from this report it appears that the time required for these repairs will be a period of fourteen working days. The Government has concluded, therefore, that S.M.S. *Prinz Eitel Friedrich* will be allowed until midnight of the close of the 6th day of April next to complete her repairs, and that she will be allowed twenty-four hours in addition, or until midnight of the 7th day of April, to leave the territorial waters of the United States, or failing this that she will be under the necessity of accepting internment within American jurisdiction during the continuance of the wars in which your country is now engaged.

This information has been confidentially conveyed to the Treasury Department with the request that it be transmitted immediately to the commander of S.M.S. *Prinz Eitel Friedrich*.

Accept, etc.,

W. J. BRYAN.

Memorandum to the British Embassy

*Department of State,
Washington, March 29, 1915.*

The Department of State has received the memorandum, dated March 24, 1915, from His Britannic Majesty's Embassy, inviting attention to the principle embodied in Article XVI of The Hague Convention, of 1907, No. XIII, paragraph 3,¹ namely: that a belligerent warship may not leave a neutral port or roadstead until twenty-four hours after the departure of an enemy merchant ship.

¹ [See
Naval I.
p. 427.]

It is pointed out that this convention was signed by Great Britain, but not ratified; that it was adhered to by the United States; that the principle referred to is generally accepted (Oppenheim, Sections 333 and 347); and that the regulations issued by the British Government on January 31, 1862, embodied this principle in sections 2 and 3.

His Britannic Majesty's Embassy states that it has no doubt that this principle will be taken into consideration by the United States authorities in regard to the departure of the

DOCUMENTARY HISTORY—NAVAL

German war vessel now undergoing repairs in the port of Newport News, Va.

In reply the Department of State informs His Britannic Majesty's Embassy that the Government of the United States has given instructions that this rule of international law be observed by the *Prinz Eitel Friedrich* upon her departure from an American port.

The German Ambassador to the Secretary of State

(Translation)

*Imperial German Embassy,
Washington, D.C., April 8, 1915.*

MR. SECRETARY OF STATE: I have the honour to express to your Excellency my most sincere thanks for the accommodating treatment accorded S.M.S. *Prinz Eitel Friedrich* during her stay at Newport News. I have been especially gratified to hear that the Government of the United States had taken far-reaching safety measures for the protection of the ship from the various menaces of an attack.

I venture, therefore, respectfully to beg your Excellency kindly to convey this expression of my thanks to the Departments and officials concerned. Neither shall I fail to apprise my Government of the attention shown S.M.S. *Prinz Eitel Friedrich*.

Accept, etc.

J. BERNSTORFF.

FIVE BRITISH STEAMERS TORPEDOED

K.V.,
March 24,
1915.

Reuter's Agency reports from Fécamp on March 22: It is reported here that the barque *Jacques Cœur*, on her way to Newfoundland was hailed on March 14 when 85 nautical miles from the Lizard by a German submarine which had previously sunk five English steamers, and requested to take on board the crew of an English steamer which had been sunk by a torpedo. The French captain took the English crew on

board, and after having obtained permission to continue his journey, eventually transhipped it to an English steamer.

THE *DRESDEN* SUNK

The Secretary of the Admiralty makes the following announcement : *Times*,
March 16,
1915.

On 14th March, at 9.0 A.M., H.M.S. *Glasgow*, Captain John Luce, R.N., H.M. Auxiliary Cruiser *Orama*, Captain John R. Segrave, R.N., and H.M.S. *Kent*, Captain John D. Allen, C.B., R.N., caught the *Dresden* near Juan Fernandez Island.

An action ensued. After five minutes' fighting the *Dresden* hauled down her colours and displayed the white flag.

She was much damaged and set on fire, and after she had been burning for some time her magazine exploded and she sank.

The crew were saved. Fifteen badly wounded Germans are being landed at Valparaiso. There were no British casualties and no damage to the ships.

Amsterdam, March 16.

A Berlin official telegram states that the German Admiralty Staff briefly reproduces the report of the British Admiralty on the sinking of the German cruiser *Dresden*.—*Reuter*.

Santiago de Chile, March 17.

The German Consul at Valparaiso has issued an account of the sinking of the *Dresden*, in which he says the vessel was sunk at anchor within 500 yards from the shore in Cumberland Bay, Juan Fernandez. *Times*,
March 19,
1915.

It is reported that the German Minister has lodged a protest and claim with the Chilean Government. There is a general inclination to believe the German account pending a further British report.

Chilean cruisers left yesterday to make an investigation on the spot. The best Chilean opinion tends generally not

to give the affair too much importance, even if the German version proves correct, in view of the continuous violations of Chilean neutrality by the *Dresden*.

The following is the account of the sinking of the *Dresden* officially circulated through the German wireless stations :—

‘Wounded officers of the *Dresden* state that the *Dresden* was anchored at a distance of 400 metres from the shore in the Cumberland Bay of Juan Fernandez, when she was attacked in the early morning of March 14 by the *Kent*, *Glasgow*, and *Orama*. She returned the fire of the enemy at a distance of from 3000 to 3500 metres, with several shots. One enemy volley struck and seriously damaged the stern of the *Dresden*.

‘Thereupon the *Dresden* hoisted the *parlementaire* flag, and sent a boat with a protest against the bombardment of the vessel in a neutral harbour. The English Commander replied that he had instructions to destroy the *Dresden*, and that what followed would have to be diplomatically arranged, and that, if the *Dresden* did not blow herself up, he would do so. Thereupon the greater part of the crew of the *Dresden* was landed, while the Commander and a small number of the remaining crew blew the ship up, and also landed afterwards.

‘The number of killed is as yet undecided, and amounts to about from three to ten. The number of wounded amounts to fifteen. A Chilean vessel was also damaged by splinters of the English shells. Splinters also fell on shore. The Chilean Government has sent two men-of-war to Juan Fernandez to investigate the matter.—BOY-ED.’

Captain Boy-Ed, whose signature appears to the above, is the German Naval Attaché at Washington.

A Reuter telegram from Santiago states that the crew of the *Dresden* will be brought to Valparaiso and interned in Chile.

Amsterdam, March 24.

Times,
March 25,
1915. . . An official telegram from Berlin states that the commander and the crew of the German cruiser *Dresden* have arrived at Valparaiso on board a Chilean cruiser.

The commander, adds the telegram, has sent the following report of the action :

On March 14, in the forenoon, the *Dresden* was lying at anchor in Cumberland Bay, Juan Fernandez, when the ship was attacked by the British cruisers *Kent* and *Glasgow* and the auxiliary cruiser *Orama* from such a direction as enabled the *Dresden* to bring only her after guns to bear. The *Dresden* replied to the fire until all the available guns and three magazines had become unserviceable.

In order to prevent the capture of the ship by the enemy preparations were made for sinking her, while at the same time a *parlementaire* was sent to the *Glasgow* to point out that the *Dresden* was in neutral waters. As, however, despite this, the *Glasgow* wished to continue the attack, the *Dresden* was blown up at 11.16 with her flag flying, while the crew gave three cheers for the Emperor.

This disproves the English statement that the *Dresden* hoisted the white flag and surrendered.

NOTES EXCHANGED WITH THE CHILEAN MINISTER
RESPECTING THE SINKING OF THE GERMAN
CRUISER *DRESDEN* IN CHILEAN TERRITORIAL
WATERS

(Miscellaneous No. 9, 1915. Cd. 7859.)

No. 1

The Chilean Minister to Sir Edward Grey
(Received March 26)

(Translation.)

Chilean Legation, London, March 26, 1915.

SIR,—In compliance with instructions from my Government, I have the honour to inform your Excellency of the facts which led to the sinking of the German cruiser *Dresden* in Chilean territorial waters, as they appear to be established by the information in the possession of the Chilean Government.

The cruiser cast anchor on the 9th March in Cumberland Bay, in the island of Mas-a-Tierra, belonging to the Juan

Fernandez group, 500 metres from the shore, and her commander asked the Maritime Governor of the port for permission to remain there for eight days for the purpose of repairing her engines, which were, he said, out of order. The Maritime Governor refused to grant the request, as he considered it unfounded, and ordered the captain to leave the bay within twenty-four hours, threatening to intern the cruiser if her stay were prolonged beyond that period. Upon the expiry of the time stated the Maritime Governor proceeded to notify the captain of the *Dresden* that he had incurred the penalty imposed, and he immediately reported the situation which had arisen to the Governor of the Republic. Meanwhile, on the 14th March, a British naval squadron, composed of the cruisers *Kent* and *Glasgow* and the armed transport *Orama*, arrived at Cumberland Bay, and immediately opened fire upon the *Dresden* while she lay at anchor. The Maritime Governor, who was making his way towards the *Glasgow* in order to carry out the usual obligations of courtesy, was compelled to return to land.

The *Dresden* hoisted a flag of truce, and despatched one of her officers to inform the *Glasgow* that she was in neutral waters, a circumstance disregarded by the British naval squadron, which summoned the *Dresden* to surrender, warning her that if she refused she would be destroyed. The captain of the *Dresden* then gave orders to blow up the powder magazine and sink the ship.

The act of hostility committed in Chilean territorial waters by the British naval squadron has painfully surprised my Government.

The internment of the *Dresden* had been notified to her captain by the Maritime Governor of Juan Fernandez, and the Government of the Republic, having been informed of what had occurred, would have proceeded to the subsequent steps had it not been for the intervention of the British naval squadron. Having regard to the geographical position of the islands of Juan Fernandez and to the difficulty of communication with the mainland, the only authority able to act in the matter did everything possible from the outset, and the internment of the *Dresden* was as effective and complete as the circumstances would permit when she was attacked by the British naval squadron. Even supposing

that the British force feared that the *Dresden* intended to escape and to ignore the measures taken by the Maritime Governor of Juan Fernandez, and that this apprehension was adduced as the reason which determined its action, it should still be observed that the close watch which the British naval squadron could itself exercise precluded the possibility of the attempt. Moreover, no such eventuality was contemplated by the British squadron which, as I have said, did not give the Maritime Governor of Mas-a-Tierra the opportunity of explaining to the naval officer in command of the island the state of the *Dresden* in Cumberland Bay. The officer in command of the squadron acted *a priori* without pausing to consider that his action constituted a serious offence against the sovereignty of the country in whose territorial waters he was at the time. The traditions of the British navy are such that I feel convinced that if the officer who commanded the British squadron had received the Maritime Governor, who was going on board his ship in the fulfilment of his duty, and had been informed of the state of the interned vessel, he would not have opened fire upon her and would not have brought about the situation which now constrains my Government, in defence of their sovereign rights, to formulate the most energetic protest to His Britannic Majesty's Government.

Your Excellency will not be surprised that the attitude of the naval squadron should have aroused such deep feeling in Chile if you bear in mind the fact that the British warships composing it had received, shortly before and upon repeated occasions, convincing proofs of the cordial friendship which unites us to Great Britain, and which finds its clearest and strongest expression in our respective navies. They had been supplied in the ports of the Republic with everything which it was permissible for us to furnish consistent with our neutrality in the present European conflict. Nothing, therefore, could be a more painful surprise to us than to see our exceedingly cordial and friendly attitude repaid by an act which bears unfortunately all the evidences of contempt for our sovereign rights, although it is probable that nothing was further from the minds of those by whom it was unthinkingly committed.

Nor will your Excellency be astonished that my Government should show themselves to be very jealous of the

rights and prerogatives inherent in the exercise of sovereignty. Nations which lack powerful material means of making their rights respected have no other guarantee and protection for their life and prosperity than the clear and perfect understanding, and the exact and scrupulous fulfilment of the obligations incumbent upon them towards other nations, and the right to demand that other nations shall equally observe their duties towards them. Few nations have given more convincing proofs than Great Britain of their desire to comply with international obligations and to require compliance from others, and few have shown more eloquently their respect for the rights and prerogatives both of great and small nations. These facts convince my Government that His Britannic Majesty's Government will give them satisfaction for the act committed by the British naval forces of a character to correspond with the frankly cordial relations existing between them. Nothing could be more deeply deplored by the Chilean Government than that the traditional bonds of friendship uniting the two peoples, which my Government value so highly, and upon which they base so many hopes of new and mutual benefits, should fail to derive on this occasion additional strength from the test to which circumstances have subjected them.—I have, etc.

AGUSTIN EDWARDS.

No. 2

Sir Edward Grey to the Chilean Minister

Foreign Office, March 30, 1915.

SIR,—His Majesty's Government, after receiving the communication from the Chilean Government of the 26th March, deeply regret that any misunderstanding should have arisen which should be a cause of complaint to the Chilean Government; and, on the facts as stated in the communication made to them, they are prepared to offer a full and ample apology to the Chilean Government.

His Majesty's Government, before receiving the communication from the Chilean Government, could only conjecture the actual facts at the time when the *Dresden* was discovered by the British squadron; and even now they are not in possession of a full account of his action by the

captain of the *Glasgow*. Such information as they have points to the fact that the *Dresden* had not accepted internment, and still had her colours flying and her guns trained. If this was so, and if there were no means available on the spot at the moment for enforcing the decision of the Chilean authorities to intern the *Dresden*, she might obviously, had not the British ships taken action, have escaped again to attack British commerce. It is believed that the island where the *Dresden* had taken refuge is not connected with the mainland by cable. In these circumstances, if the *Dresden* still had her colours flying and her guns trained, the captain of the *Glasgow* probably assumed, especially in view of the past action of the *Dresden*, that she was defying the Chilean authorities and abusing Chilean neutrality, and was only awaiting a favourable opportunity to sally out and attack British commerce again.

If these really were the circumstances, His Majesty's Government cannot but feel that they explain the action taken by the captain of the British ship; but, in view of the length of time that it may take to clear up all the circumstances and of the communication that the Chilean Government have made of the view that they take from the information they have of the circumstances, His Majesty's Government do not wish to qualify the apology that they now present to the Chilean Government.—I have, etc.

E. GREY.

ATALANTA AND FINGAL TORPEDOED

Admiralty, March 17.

British steamship *Atalanta*, 519 tons, owned by Messrs. J. and P. Hutchison, of Glasgow, was torpedoed by German submarine off Inishturk about noon on March 14. The crew landed on Inishturk Island. The vessel is now in harbour. *Times,*
March 18,
1915.

British steamship *Fingal*, 1562 tons, owned by the London and Edinburgh Shipping Company, of Leith, was torpedoed and sunk at 10.50 A.M. on March 15 off the Northumberland coast. Twenty-one of the crew were landed at North Shields, but six lives are reported to have been lost, including the chief mate and the stewardess.

CUSTOMS (WAR POWERS) BILL

Order of the Day for the Second Reading read.

House of Lords, March 15, 1915.

Hansard.

The PAYMASTER-GENERAL (LORD STRACHIE): My Lords, this is a war emergency Bill. It is proposed that it should only remain in force, if your Lordships see fit to pass it, during the continuation of the war, and *ipso facto* it will come to an end at the conclusion of the war. An Inter-Departmental Conference sat to consider the question of trading with the enemy, and it was in consequence of the recommendations made by the Conference that this Bill is introduced. Although the Customs have great powers at the present moment to deal with goods which are exported from this country, yet there are small powers to deal with stores, and no notice is required to be given to the Customs in regard to stores being put on a vessel, for what purpose they are to be used, or their destination. Therefore we take power under this Bill to require that during the war the Customs shall have the same power as regards stores just as much as over goods. I can give your Lordships an instance of the necessity for this provision from the fact that not so long ago a ship was going from Swansea to Havre, and it took in stores at Swansea to the amount of 400 gallons of petrol notwithstanding that it was not a motor-boat and there was no reason to suppose that it would require petrol to that amount for any purpose. She was a neutral; it was known that in the direction in which she was going there were enemy ships which might be supplied by that ship; yet there was no power for the Customs to interfere and prohibit her taking 400 gallons of petrol for a voyage from Swansea to Havre.

There is also a provision imposing a penalty upon coasting vessels leaving a port without proper clearance notice. That is also considered by the Customs to be important. Then there is another power which the Admiralty desire the Customs to have. Under an Order in Council while there is power for the Customs to prohibit neutral ships from conveying goods on bills of lading made out to order only, without any name of consignee, there is no power at the present moment for the Customs to apply a similar treatment to

British ships. It is thought that it would be only fair to neutral countries that we should have power, if we think fit, to make this provision applicable to British ships as well. There is another important provision. Under this Bill the Customs may call upon any exporter to prove that goods that had been sent out to a neutral country had not reached the enemy, or, at any rate, had not reached the enemy with his connivance or consent. There is also power for the Customs to detain any suspected goods; and the last provision in the Bill gives power to seize all goods suspected as coming from the enemies' countries. I think that your Lordships will see that this Bill is one of great importance, and that it is desirable to pass it at the earliest possible moment. Therefore I hope your Lordships will allow me not only to take the Second Reading to-day but to pass it through all its subsequent stages.

Moved. That the Bill be now read 2*a*.

(*Lord Strachie.*)

The EARL OF SELBORNE: My Lords, the noble Lord who has introduced this Bill repeated the story which the Attorney-General told the House of Commons the other day. I must say it is the most extraordinary confession which has ever been put by a Government before a nation at a time of crisis. What is the confession? It is that because the law was too weak a neutral vessel was allowed only two or three weeks ago to leave Swansea loaded with petrol which was known to be destined for German submarines that were hovering in the Channel. I do not care what the state of the law was. At the very worst the Government could have had an Act of Indemnity for stopping that petrol. Considering that Parliament has given the Government every power for which they have asked, I think it is an extraordinary thing that the Custom House authorities and the Admiralty between them, whatever the state of the law, should have allowed such a ship to leave our ports with such a cargo.

On Question, Bill read 2*a*.

Committee *negatived*: Then (Standing Order No. XXXIX having been suspended) Bill read 3*a*, and *passed*.

(*Lord Strachie.*)

[This Bill was also debated on much the same lines in the House

DOCUMENTARY HISTORY—NAVAL

of Commons on March 10, but the only naval issue raised in either debate was that touched upon by Lord Selborne, as cited above, and it has not, therefore, been thought necessary to give the previous debate in the House of Commons.]

PRIZE BOUNTIES

House of Commons, March 15, 1915.

Hansard.

MR. GEORGE TERRELL asked whether the Government have commenced to pay prize bounty to the relatives and dependants of the men who have lost their lives in the recent naval engagements; and, if not, when they propose to do so?

DR. MACNAMARA: No payment has yet been made, and none could be made until the Prize Court have decided how much shall be allowed and until certain other formalities have been observed. The periodic payment of prize bounty does not, I admit, represent so difficult a task as the periodic payment of prize money. And whilst I do not wish it to be understood that we shall necessarily wait till the end of the war to distribute the bounty, I must not create the impression that we shall find ourselves able to distribute it after each well-defined engagement. I sympathise with the hon. gentleman's intention, and we shall do what we can to give effect to it, though he no doubt will admit the difficulties.

MR. G. TERRELL asked whether, in view of the difficulty in destroying a submarine and of the service rendered to the State in doing so, and also of the number of vessels employed who would be entitled to participate, the Government will consider the advisability of increasing the prize bounty from £5 a head to £50 a head of the crew of the submarine so destroyed?

DR. MACNAMARA: The prize bounty payable is fixed by Act of Parliament, and an amendment of the Act would be necessary before any such suggestion could be entertained. Whilst I can give no undertaking, I will not absolutely dismiss the suggestion. Meanwhile, I would point out that the Admiralty have other means of rewarding officers and men for their services in time of war.

MR. G. TERRELL asked what rewards, if any, the Government propose to pay to the captains and crews of merchant ships who have been successful in destroying enemy submarines?

DOCUMENTARY HISTORY—NAVAL

DR. MACNAMARA : As I stated in reply to the hon. baronet, the Member for Mid-Armagh on Wednesday last,¹ the Admiralty are always ready to mark any act of daring and good seamanship, which assists the naval operations, in a fitting manner, but I have no further statement to make on the subject at present. ^{1 [See p. 107.]}

MR. TERRELL : Can the right hon. gentleman say when he will be able to make a statement as to these rewards ?

DR. MACNAMARA : I should not like to say without notice.

ANNOUNCEMENT OF NEWS (ADMIRALTY)

MR. R. M'NEILL asked the First Lord of the Admiralty if he is aware of the inconvenience frequently caused to the Press by the hour at which announcements of news are issued from the Admiralty ; whether he will give instructions that when important and lengthy communications, such as the recent despatches of Admirals Sturdee and Beatty, are to be made public, the Press shall be notified as early as possible in the day that such communications may be expected and of the approximate length of such communications, and that the communications themselves shall reach the Press whenever practicable not later than 8 P.M. ; and whether, having regard to the fact that many newspapers are published in the afternoon, he will issue communications to the Press before noon in all cases where news which it has been decided to publish is then to hand at the Admiralty, instead of adhering to the practice of keeping back such communications until a late hour in the evening ? *ibid.*

DR. MACNAMARA : As stated in reply to other questions on this subject, the Admiralty desire to meet the convenience of the Press as much as possible in all such matters, and an endeavour will be made that, in the case of all lengthy despatches to be published, ample time may be allowed.

MR. M'NEILL : Can the right hon. gentleman not arrange that the news should be communicated, having regard to the time limit required by the Press ?

DR. MACNAMARA : We do all we can.

MR. M'NEILL : May I call the right hon. gentleman's attention to that part of the question which mentions 8 P.M. as the latest time to receive communications ?

DOCUMENTARY HISTORY—NAVAL

DR. MACNAMARA: The hon. gentleman will see that I could not give any definite undertaking.

SIR C. KINLOCH-COOKE: Will the right hon. gentleman consider the provincial Press in this matter, and see that they are supplied at the same time as the London Press?

DR. MACNAMARA: I am not aware that there is any distinction made.

MR. R. M'NEILL asked the First Lord of the Admiralty if he will explain why the news of the sinking of the S.S. *Princess Victoria*,¹ off the Bar lightship at an early hour on the 9th of March, which was known in shipping centres by 10 A.M. on that day, was not allowed to be published by the evening newspapers, but was held back by the censor until midnight; and whether he will give instructions that in future the evening newspapers shall not be unfairly deprived of the opportunity of publishing important news until after their morning competitors of the following day?

DR. MACNAMARA: The Admiralty cannot undertake to give specific reasons for their action in sending any particular notice to the bureau at one time rather than another, but their wish is to announce such losses as soon as practicable. To attempt to consider the rival claims of evening and morning papers to receive such news would lead to further difficulties.

MR. M'NEILL: Is the right hon. gentleman aware that the particular case mentioned in the question was known at a very early hour, and was held back in order that the evening papers should not publish it first?

DR. MACNAMARA: No; I know from the question that this particular news was known in shipping centres by 10 A.M., and I assumed that at once, but I do not think the hon. member is entitled to say that this news was held back because the Admiralty thought it was undesirable that it should appear in the evening papers.

PRISONERS OF WAR (HIRE OF SHIPS FOR INTERNMENT)

House of Commons, March 15, 1915.

MR. BOWERMAN asked the First Lord of the Admiralty how the sum of £86,000, allotted for the maintenance of prisoners

¹ [See p. 100.]

of war interned on ships, has been apportioned ; how many ships have been employed ; what rent is being paid for each ship ; how many prisoners there are on each ship ; what is the cost of fitting out each ship for the accommodation of the prisoners ; what amount is allowed for the food supplied to each man ; whether any clothing or boots are given to the men, and, if so, the value ; and what is the cost of administration on each ship, including the salaries of the staff employed ?

DR. MACNAMARA : Nine ships have been utilised for the internment of prisoners of war. The hire of these ships amounts to £86,000 per month, and varies from £7000 to £12,500 per month according to the gross tonnage. Three of the ships have now been taken off this service. The number of prisoners on board the remainder are :—

<i>Ascania</i>	.	.	.	.	.	1397
<i>Scotian</i>	.	.	.	.	.	1132
<i>Lake Manitoba</i>	.	.	.	.	.	1242
<i>Saxonia</i>	.	.	.	.	.	2300
<i>Ivernia</i>	.	.	.	.	.	1575
<i>Royal Edward</i>	.	.	.	.	.	1200

The cost of fitting each ship was about £1000—£1500. The cost of victualling prisoners is under discussion with the owners of the vessels. Clothing and boots are supplied to the men as required. The salaries of the staff are as follows :—

One Adjutant and Quartermaster—Regimental pay and allowances of rank, plus 3s. a day extra duty pay.

One Interpreter—£3 a week.

One Medical Officer—About 16s. a day.

One Quarter-master Sergeant—4s. 6d. a day.

One Provost Sergeant—3s. 2d. a day.

Four Civilian Clerks—24s. to 30s. a week.

For every three ships, a Commandant, with regimental pay and allowances of rank, plus 5s. a day command pay. These ships were taken up by the Admiralty at the request of the War Office, to house prisoners for whom no accommodation was available ashore. But, as I stated in my reply to the hon. Member for the Kirkdale Division of Liverpool on Thursday last, it is expected that by the middle of April all the vessels now engaged in housing alien prisoners will have

been vacated, and the ships will then be released unless required for other Government services.

[The following is the question and answer above referred to.

PRISONERS OF WAR

House of Commons, March 11, 1915.

Hansard.

MR. PENNEFATHER asked the President of the Board of Trade if the Government will consider the possibility of using passenger vessels such as those of the Royal Mail Steam Packet Company, which are now idle, for the purpose of housing German prisoners, thereby setting free for the ordinary purposes of commerce any cargo-carrying vessels which may now be employed by the Government to accommodate such prisoners ?

The PARLIAMENTARY SECRETARY TO THE ADMIRALTY (DR. MACNAMARA) : It is expected that by the middle of April all the vessels now engaged in housing alien prisoners will have been vacated, and the ships will then be released unless required for other Government services.]

BRITISH MERCHANT SHIPS DETAINED,
CAPTURED, OR DESTROYED

House of Commons, March 15, 1915.

Hansard.

MR. HOUSTON asked the First Lord of the Admiralty whether he has any information showing that the British steamer *Van Dyke*, with a valuable cargo, captured by a German cruiser some months ago on the coast of South America, is now in Hamburg or other German North Sea port ; and, if so, can he state how she arrived there ?

DR. MACNAMARA : I have no information as to the whereabouts of this vessel.

MAJOR MEYSEY-THOMPSON asked the First Lord of the Admiralty if he can state the total number of British merchant ships detained, captured, or destroyed by the enemy from the beginning of the present war up to date ; is the official statement that during the war with France, 1793 to 1814, there were 10,871 British merchant ships captured or destroyed by the enemy, drawn from any Admiralty or other British official records, or is it founded upon unofficial records derived from

DOCUMENTARY HISTORY—NAVAL

French sources ; and is there official information disproving the accuracy of Lloyd's Official Record, which gives the number of British merchant ships captured or sunk by the enemy during the period 1793 to 1814 as 7353 ?

MR. CHURCHILL: The answer to the first part of the question is 166 up to the 10th March. With regard to the remainder of the question, the number quoted in my statement in the House on the 15th February¹ was based on information mainly derived from French official sources, from which it may be judged that Lloyd's figures are incomplete.

¹ [See *Naval* 3, p. 244.]

INTERNED ENEMY STEAMERS

MR. NEEDHAM asked the Secretary of State for the Colonies *ibid.* if he will state how many enemy steamers are interned on the West Coast of Africa ; and whether, in view of the fears of a shortage of tonnage arising from the serious disorganisation of outward sailings to the West Coast of Africa from this country, he can see his way to employ for purposes of trade such enemy steamers which are at present interned ?

MR. HARCOURT: There are only two small steamers interned on the West Coast, and arrangements are being made for the employment of both of them.

BRITISH MERCHANT VESSELS LOST DURING THE WAR

The Secretary of the Admiralty communicates lists (1) of British merchant and fishing vessels lost by hostile action since the outbreak of war, and (2) of British vessels reported sunk by German submarines, March 4 to March 10 inclusive :—

Times,
March 15,
1915.

WEEK BY WEEK SUMMARY

The following list shows the number of British merchant vessels lost by hostile action in each week since the outbreak of the war, the column within parentheses showing the total

DOCUMENTARY HISTORY—NAVAL

arrival and sailings of oversea steamers (over 300 tons net) of all nationalities to and from United Kingdom ports:—

	By Enemy Cruisers.	By Mines.	By Sub- marines.	Total.	Gross Tonnage.
Aug. 12 (801)	1	—	—	1	6,800
Aug. 19 (985)	4	—	—	4	18,861
Aug. 26 (1260)	1	—	—	1	4,233
Sept. 2 (1274)	1	—	—	1	4,336
Sept. 9 (1297)	2	1	—	3	8,863
Sept. 16 (1120)	8	—	—	8	41,136
Sept. 23 (1228)	3	—	—	3	13,339
Sept. 30 (1223)	7	1	—	8	29,254
Oct. 7 (1328)	3	—	—	3	16,931
Oct. 14 (1340)	3	—	—	3	12,096
Oct. 21 (1416)	6	1	1	8	25,508
Oct. 28 (1374)	2	1	—	3	18,443
Nov. 4 (1237)	—	—	—	—	—
Nov. 11 (1354)	—	—	—	—	—
Nov. 18 (1227)	1	—	—	1	3,691
Nov. 25 (1130)	—	—	1	1	718
Dec. 2 (1295)	1	1	1	3	6,230
Dec. 9 (1217)	2	—	—	2	8,881
Dec. 16 (1526)	1	2	—	3	4,010
Dec. 23 (1294)	—	1	—	1	4,272
Dec. 30 (1329)	1	2	—	3	7,028
Jan. 6 (1180)	—	—	—	—	—
Jan. 13 (1355)	1	1	—	2	7,043
Jan. 20 (1584)	2	—	—	2	7,885

COMMENCEMENT OF SUBMARINE ATTACKS ON MERCHANT VESSELS

Jan. 27 (1503)	—	—	1	1	1,301
Feb. 3 (1420)	—	—	6	6	15,825
Feb. 10 (1418)	—	—	—	—	—
Feb. 17 (1438)	1	—	1	2	4,710

COMMENCEMENT OF SUBMARINE 'BLOCKADE' (Feb. 18)

Feb. 24 (1381)	2	1	7	10	26,941
Mar. 3 (1474)	1	—	—	1	1,694
Mar. 10 (1557)	—	—	4	4	9,916

FISHING VESSELS

The following table, complementary to that given above, shows the total number of British fishing vessels sunk or captured since the outbreak of the war :—

Week ending.	By Vessels of all Classes.	By Mines.	Gross Tonnage.
Aug. 12	1	—	227
Aug. 19	—	—	—
Aug. 26	24	—	4141
Sept. 2	—	3	336
Sept. 9	—	2	425
Sept. 16	—	—	—
Sept. 23	—	2	341
Sept. 30	—	—	—
Oct. 7	—	—	—
Oct. 14	—	—	—
Oct. 21	—	—	—
Oct. 28	—	—	—
Nov. 4	—	5	583
Nov. 11	—	1	60
Nov. 18	—	1	50
Nov. 25	—	1	50
Dec. 2	—	—	—
Dec. 9	—	—	—
Dec. 16	3	—	294
Dec. 23	—	1	260
Dec. 30	—	—	—
Jan. 6	—	—	—
Jan. 13	—	—	—
Jan. 20	—	—	—

COMMENCEMENT OF SUBMARINE ATTACKS ON MERCHANT VESSELS

Jan. 27	—	2	222
Feb. 3	—	—	—
Feb. 11	—	—	—
Feb. 17	—	—	—

COMMENCEMENT OF SUBMARINE 'BLOCKADE' (Feb. 18)

Feb. 24	—	—	—
Mar. 3	—	1	289
Mar. 10	—	—	—

A WEEK'S LOSSES

List of British vessels reported to have been sunk by German submarines from March 4 to March 10 inclusive :—

Date.	Ships.	Tons.	Position.	Lives Lost.
Mar. 7.	<i>Bengrove</i>	3839	Off Ilfracombe	—
Mar. 9.	<i>Tangistan</i>	3738	Off Scarborough	37
Mar. 9.	<i>Blackwood</i>	1230	Off Hastings	—
Mar. 9.	<i>Princess Victoria</i>	1108	Off Liverpool	—

SEVEN MERCHANT VESSELS ATTACKED

Times,
March 15,
1915. The Secretary of the Admiralty announces that since Wednesday last [March 10] the following British merchant ships have been attacked by enemy submarines :—

NOT SUNK

British steamship *Adenwen*, 3798 tons, owned by Messrs. W. and C. T. Jones Steamship Company (Limited), Cardiff, was torpedoed on March 11, at 7 A.M., in the English Channel, and has since been towed into Cherbourg. The crew have been landed at Brixham.

SINKING NOT YET CONFIRMED

British steamship *Florazan*, 4658 tons, owned by the Liverpool Shipping Company (Limited) (Messrs. H. Vernie and Sons), Liverpool, was torpedoed on March 11, at 9.20 P.M., at the mouth of the Bristol Channel. The crew have been landed at Milford Haven with the exception of one fireman.

NOT SUNK

British steamship *Headlands*, 2988 tons, owned by the Sefton Steamship Company (Limited) (Messrs. H. E. Moss and Co.), Liverpool, was torpedoed on March 12, off the Scillys. Crew reported saved.

SUNK

British steamship *Indian City*, 4645 tons, owned by the Instow Steamship Company (Limited) (Messrs. W. R. Smith

DOCUMENTARY HISTORY—NAVAL

and Sons), Cardiff, was torpedoed on March 12, off the Scillys. Crew reported saved.

SINKING NOT CONFIRMED

British steamship *Andalusian*, 2350 tons, owned by the Ellerman Lines (Limited), Liverpool, was attacked on March 12, off the Scillys. Crew reported saved.

SUNK.

British steamship *Invergyde*, 1794 tons, owned by Messrs. Stewart and Gray, Glasgow, was torpedoed March 13, at 9.25 A.M., off Cresswell. The crew have all been saved.

NOT SUNK.

British steamship *Hartdale*, 3839 tons, owned by Messrs. Trechmann Bros., West Hartlepool, was torpedoed at 6 A.M., March 13, off South Rock, Irish Channel. Twenty-nine of the crew of thirty-one were picked up by the Swedish steamship *Heindal* and landed at Bangor; the remaining two lives are lost.

SWEDISH STEAMER SEIZED BY GERMANS

Copenhagen, March 15.

A telegram from Helsingborg states that the steamer *Gloria*, of Helsingborg, has been captured by the Germans and brought to Swinemünde. The vessel was on her way from La Plata to Stockholm, laden with maize.—*Reuter*.

Times,
March 16,
1915.

PETROL AND GERMAN SUBMARINES

House of Lords, March 16, 1915.

LORD CHARNWOOD: My Lords, I beg to ask the Government a question of which I have given private notice—namely, whether the neutral vessel which was yesterday stated in this House to have taken on board at Swansea stores of petrol presumably intended for the use of German submarines was allowed to leave the port with those stores?

Hansard.
1 [See
p. 178.]

The FIRST COMMISSIONER OF WORKS (LORD EMMOTT): I may inform the House that the Dutch vessel *Theodora* left

Swansea on January 9 after shipping ninety cases of petrol. The shippers were prosecuted for shipping petrol without giving notice, and were fined five shillings. The Admiralty are satisfied in regard to this case that the petrol was not intended for the use of enemy submarines.

FRANCE (BRITISH NAVAL SUPPORT)

House of Commons, March 16, 1915.

Hansard.

MR. OUTHWAITE asked at what time the decision of the Cabinet to give naval support to France was conveyed to the French Ambassador at London on 2nd August; and whether he can state at what time on the same day the demand of the German Government for a passage-way through Belgium was presented at Brussels?

SIR E. GREY: I cannot at this distance of time say precisely at what hours various communications were made, unless they were stated or recorded in the papers at the time. In any case there is no connection between the two points, since, as the White Paper clearly shows, the German Government were asked by His Majesty's Government whether they would respect the neutrality of Belgium so long as no other Power violated it, and declined to give an answer, a considerable time before the question of naval support to France was even discussed.

MR. OUTHWAITE: Is it not a fact that the demand made by the German Government on Belgium was the first indication of Germany's intended action?

SIR E. GREY: It certainly was an indication. The first indication of Germany's intended action was that we addressed a request simultaneously to the French and German Governments some time—they are both reported in the documents—in the preceding week. The French Government at once replied in the affirmative that they would respect the neutrality of Belgium, but the German Government said they could not give an answer.

MR. KING: Is any record kept at the Foreign Office of the exact hour when telegraphic communications are sent off?

SIR E. GREY: Of telegrams, yes; but if I make a communication to an Ambassador the date but not the hour is recorded.

ROYAL NAVAL DIVISION

LORD C. BERESFORD asked the First Lord of the Admiralty *ibid.* whether he will consider the possibility of reserving some commissions in the Royal Naval Division for qualified non-commissioned officers of the Royal Marine forces ?

DR. MACNAMARA: There have been eight commissions given as quartermasters in the Royal Naval Division, and four combatant commissions for service with the Naval battalions. In the Royal Marine Brigade fifteen combatant commissions have been granted, and four commissions as quartermaster.

REPORTED ESCAPE OF INTERNED GERMAN
LINER

Las Palmas, March 16.

The German liner *Macedonia*, which acted as collier and supply ship to the German commerce destroyers in the Atlantic, and which was brought here in October by the Spanish warship *Cataluna*, has disappeared. She took advantage of the absence of the guard warship and left before dawn this morning. Her departure has caused a sensation.—*Reuter.* *Times, March 17, 1915.*

Madrid, March 23.

A *Reuter* telegram from Las Palmas, dated March 16, *Times, March 24, 1915.* stated that the German liner *Macedonia* had disappeared, having taken advantage of the absence of the guardship, and departed before dawn. I now learn that the statement is inaccurate and that the *Macedonia* is still in port.

The Secretary of the Admiralty makes the following announcement: *Times, May 1, 1915.*

The German steamship *Macedonia*, which escaped from Las Palmas, Canary Islands, a few weeks ago, has now been captured by one of our cruisers.

DOCUMENTARY HISTORY—NAVAL
ANOTHER ATTEMPTED ESCAPE OF AN
INTERNED LINER

New York, March 21.

Times,
March 23,
1915.

A telegram from San Juan, Puerto Rico, states that the Hamburg-Amerika steamer *Odenwald*, which has been there since August, made an attempt to steal out to sea. The guns of the forts fired blank cartridge across her bows, but the steamer continued on her course until live shells were fired. She then returned, and was seized by the Customs authorities.

The vessel was arrested under the congressional resolution, empowering the President to prevent supplies being sent from American ports to ships of belligerents at sea.—*Reuter.*

Washington, March 22.

ibid.

The view is held in official quarters here that, if the *Odenwald* had succeeded in getting out to sea, she might have transferred stores to the *Kronprinz Wilhelm*, which was recently reported off the east coast of South America, while, according to a still later rumour, she was stated to be not far from Puerto Rico.

The specific charge made by the Customs authorities against the *Odenwald* is that she attempted to leave port without clearing.—*Reuter.*

DIPLOMATIC CORRESPONDENCE RELATING TO
THE *ODENWALD*

The German Ambassador to the Secretary of State
(Translation)

German Embassy,
Washington, April 1, 1915.

U.S.D.C.

MR. SECRETARY OF STATE: On the 18th of last month the German steamer *Odenwald* lying in the port of San Juan de Porto Rico applied for clearance for Hamburg. The Collector of Customs then declared that he had to inquire of Washington whether the steamer could be cleared. On the 19th the steamer was subjected to a thorough search, alleged to have been ordered from Washington. The search, according to the statement of the Collector of Customs, proved satisfactory

in every respect. The ship's cargo consisted of 1500 tons of coal and provisions. On the 20th of March the same official again conducted another strict inspection. Clearance papers were nevertheless again refused as they had been the day before on the plea that no answer had yet come from Washington. The Collector of Customs, urged by the agent of the Hamburg-American Line, promised, however, to send an urgent telegram that night to Washington.

Again on the next day (March 21) the ship's captain waited in vain for a final decision. Thus he decided to put to sea without clearance papers. The captain, so he asserts, found himself in a critical situation, as further delay made the danger of enemy cruisers gathering worse every day. With that situation he tried to deal fairly in taking the course he did.

Just before passing Buoys H C and Co the ship met with a brisk machine-gun fire from Morro Castle. A few minutes later a solid cannon shot struck the water a short distance in front of the ship's bow, raising a column of water from 10 to 12 feet high. The engine was immediately stopped and backed at full speed. The forward motion of the ship ceased at once, in spite of which she was fired upon about three minutes longer; marks of the bullets can be plainly seen in various places of the ship and hull. It was only through luck that no human life was lost in that onslaught.

A few affidavits¹ fully describing the occurrence are respectfully enclosed with a request that they be returned.

I have the honour to beg your Excellency kindly to let me know why her papers were not delivered to the *Odenwald* though in the opinion of the harbour officials after two thorough searches of the ship they had no ground upon which to refuse the said papers. Finally, I am unable to conceal from your Excellency that the reckless action of the harbour authorities in opening fire on the steamer without warning does not seem to me to have been justified by the circumstances of the case. It could hardly be the intention of the American Government to endanger, without imperative cause, the lives of a ship's crew for the mere sake of insuring orderly traffic in the harbour.

—Accept, etc.,

J. BERNSTORFF.

¹ Not printed.

DOCUMENTARY HISTORY—NAVAL

The Secretary of State to the German Ambassador.

*Department of State,
Washington, May 3, 1915.*

EXCELLENCY: I have the honour to acknowledge the receipt of your Excellency's note of April 1 last in relation to the refusal of the United States Collector of Customs at San Juan, Porto Rico, to clear the German steamer *Odenwald* for Hamburg with a cargo of 1500 tons of coal and provisions. Your Excellency reviews certain circumstances connected with this incident, and states that after two thorough searches of the vessel, application for clearance was denied by the collector on the plea that he had as yet received no instructions from Washington authorising clearance and that the captain finally decided to put to sea without clearance papers, as further delay would cause increased danger from enemy cruisers which were gathering off the port.

Your Excellency further states that as the ship was leaving the harbour on the afternoon of Sunday, March 21, she 'met with a brisk machine-gun fire from Morro Castle. A few minutes later a solid cannon shot struck the water a short distance in front of the ship's bow, raising a column of water from ten to twelve feet high. The engine was immediately stopped and backed at full speed. The forward motion of the ship ceased at once, in spite of which she was fired upon about three minutes longer. Marks of the bullets can be plainly seen in various places of the ship and hull. It was only through luck that no human life was lost in that onslaught.'

The foregoing statements are based on affidavits by the German Consul in Porto Rico, the captain of the *Odenwald*, the first officer, the third officer, and the chief engineer, which you enclosed.

Your Excellency requests to be advised as to why the *Odenwald's* clearance papers were refused, though in the opinion of the harbour officials, after two thorough inspections of the vessel, there was no ground upon which to decline to issue the papers, and your Excellency declares that 'the reckless action of the harbour authorities in opening fire on the steamer without warning' does not seem to you to have been 'justified by the circumstances of the case, as it could hardly be the intention of the American Government to

DOCUMENTARY HISTORY—NAVAL

endanger, without imperative cause, the lives of a ship's crew for the mere sake of insuring orderly traffic in the harbour.'

In reply I have the honour to state that upon the report to this Government by the authorities at San Juan of certain circumstances surrounding the preparation of the *Odenwald* for sea an investigation was immediately instituted. Until the investigation was concluded and acted upon at Washington the authorities at San Juan were instructed to decline to issue clearance papers to the *Odenwald*. While this investigation was pending, and while the Collector of Customs at San Juan was acting under these instructions, the captain of the *Odenwald* reached the determination that he would depart without authorised clearance and in open violation of the customs laws of the United States. Circumstances, which it does not seem necessary to relate here, have shown that the suspicions as to the *bona fides* of the application for clearance, which had been aroused by the preparations for sailing by the officers of the *Odenwald*, acting in conjunction with the officers of the German steamer *President*, lying in the same harbour, were well founded, and that this Government and its officers at San Juan were justified in the course which they took in deferring the clearance of the *Odenwald*. Irrespective of the substantial grounds for the suspicions of the port officials at San Juan, the fact remains that the *Odenwald* in her endeavour to leave port on March 21 last without papers committed a wilful breach of the navigation laws of the United States, because of which judicial proceedings have been brought by the United States against the vessel and the persons concerned in her illegal conduct which made it necessary for the United States authorities to employ force to prevent her unauthorised departure on a mission which this Government felt at the time might constitute a breach of the neutrality of the United States and result in a possible claim for lack of due diligence on the part of this Government in performing its neutral duties.

As to the assertion that the reckless action of the port authorities in their exercise of force endangered human lives on board the *Odenwald*, I have the honour to inform your Excellency that this Government has had instituted a thorough and searching investigation into the circumstances of the attempted sailing and arrest of the *Odenwald* on March 21.

DOCUMENTARY HISTORY—NAVAL

The result of this investigation, which is supported by the statements and affidavits of the officers of the customs, as well as of the military officers in charge of the defences of the port, establish the following facts :

On March 19, at a conference between the Collector of Customs, Colonel Burnham, United States Army, the German Consul, the captain of the *Odenwald*, and others, the captain of the vessel was informed by Colonel Burnham that the latter would use whatever force was necessary in order to prevent the *Odenwald* from leaving port without the necessary custom-house clearance, and that he would go to the length of using the guns of his command in the forts for this purpose.

On March 20, at another conference between the same persons, a similar statement was made to the captain of the *Odenwald*, and it was arranged to place an armed party on board the vessel, unless the captain, the vessel's agents, and the German Consul would give assurances that no attempt would be made to leave without proper papers. Promises were given not to leave during the night of March 20-21. Nevertheless, it was discovered in the early morning hours of the 21st that officers from the German steamer *President* had boarded the *Odenwald*, and that the machinery of the *Odenwald* was being put in motion. The port authorities thereupon again notified the chief officer of the *Odenwald* not to depart without clearance papers, warning him that the vessel would be closely watched and would be stopped by force if necessary.

On March 21, at about 3 P.M., the *Odenwald* raised anchor and started her engines. The customs officer on board the vessel at the time was told by the captain that if he desired to go ashore he could take the sail boat of the steamer *President*, which was at the gangway. The *Odenwald* had moved ahead about five lengths when the customs officer notified the captain that the vessel could not leave port without clearance papers. Notwithstanding this notice the vessel continued in motion, and the officer was under the necessity of leaving the ship while she was under way.

As she passed San Augustin Bastion, 500 feet from Morro Castle, Captain Wood, United States Army, who was there stationed with a machine gun, hailed the vessel several times and ordered her to stop, in circumstances which made it

DOCUMENTARY HISTORY—NAVAL

impossible for the officers of the vessel not to have heard the order. The *Odenwald* nevertheless continued on her course, whereupon about seventy-five shots were fired from the machine gun mounted on the bastion. These shots were aimed and fell a considerable distance in front and short of the *Odenwald*. In order not to endanger craft which appeared ahead of the *Odenwald* as she proceeded, fifteen shots were fired from the machine gun, which fell off the stern of the vessel. Although these were small solid shots, they were used as a warning, because it is not possible to use blank cartridges in a machine gun. The machine gun was not aimed at the *Odenwald*, nor did any of the shots strike the vessel. Any marks on the *Odenwald's* hull, which is old and scarred through many months of sea service, were made by other causes than by machine-gun bullets striking the vessel, according to the proofs laid before this Government.

The *Odenwald* did not heed this warning or slacken her speed. Thereupon a 4.7-inch gun on the Morro Castle was aimed and fired under the personal direction of Colonel Burnham. The shot struck at least 300 yards in front of the *Odenwald* and short of her projected course. The vessel then stopped, and was taken back to her anchorage under the direction of a pilot. No machine-gun shots could have been fired from Morro Castle, as no machine guns are mounted at that fort.

It will be observed that six distinct warnings were given to the captain of the *Odenwald* that force would be used in case he attempted to leave the harbour without the clearance papers required by law, namely, at the conferences on March 19 and March 20, twice by the customs officers on board the vessel on March 21, by the orders of Captain Wood from the bastion, and by the shots from his machine gun. None of these warnings was heeded by the captain, who persisted in his determination to leave port in violation of the laws of the United States, until the warning shot from Morro Castle induced him to obey the regulations of the port.

Your Excellency will perceive from the foregoing statement of facts that the United States authorities at San Juan in the performance of their duties avoided any act endangering the safety of the vessel and the lives of the persons on board, and exercised no greater force than was necessary to prevent

the illegal departure of the *Odenwald* from the port of San Juan.

I have the honour, in accordance with your Excellency's request, to return herewith the affidavits transmitted with your note under acknowledgment.—Accept, etc.,

W. J. BRYAN.

DUTCH SHIPS SEIZED BY GERMANS

Amsterdam, March 21.

Times,
March 22,
1915.

The Dutch steamers *Batavier V.* and *Zaanstroom* have been seized at sea by the Germans and taken into Zeebrugge.

The arrest of the *Batavier V.* has excited the greatest attention in the Netherlands, where public opinion universally condemns the action. The *Telegraaf* says that Government, trade, and shipping circles are greatly put out by the taking of this steamer and the *Zaanstroom*. Competent persons ask, says the *Telegraaf*, why, now that negotiations have led to German goods destined for Dutch colonies not being detained by the Entente Powers, does Germany pursue this policy by which Dutch trade is very seriously hampered. It will be difficult to explain this away. The result will be that all traffic will be discontinued between Holland and Germany, unless the protest made by Holland is yielded to by Germany.

On board the *Batavier* was a Belgian lady with her son of sixteen years. This lady was going to visit her husband, an officer fighting in France, who was about to take a brief holiday in England. The lady had been five months in Holland and went with the intention of living in England. She stated that the passengers were awakened at 8 o'clock on Thursday morning (March 18), and were told that a submarine had seized the ship. She went on deck with fifty passengers and saw *U 28* alongside. Some officers and men came aboard the *Batavier*, and assumed command of the boat and took her to Zeebrugge.

Before they entered Zeebrugge port every one was ordered to leave the deck and was confined to the cabins, the windows of which were closed and no one was allowed to look out. The Germans brought the ship into the inner harbour, where the passengers remained two full days, no one being allowed to go on deck or to look out of the windows. The passengers,

who included many Americans and Belgians, were prisoners. After that a train was brought alongside the quay and the passengers had to leave the ship and go to Ghent.

While they were proceeding from the boat to the train they saw three or more German waterplanes on the water in the harbour, also the submarine which brought them to Zeebrugge and many soldiers. The windows of the train to Ghent were closed, the passengers not being allowed to look out. At Ghent all the Belgians over sixteen were taken prisoners, including two priests. The remainder of the passengers were taken to Terneuzen and stayed there the night. The German engine left at the frontier, and the passengers travelled in the same train from Zeebrugge to Terneuzen. During the two days they were imprisoned in the ship they had no warm food, and they lived on eggs and cakes and chocolate provided by the steward from the ship's stores.

The Germans hoisted the German war flag on the *Zaanstroom* and the *Batavier V.* on Saturday. Sixteen of the crew of the *Zaanstroom* arrived to-day at Amsterdam. They state that the crew consisted of twenty-four and that the captain and eight men are detained aboard as prisoners of war. The crew do not complain of the treatment. They said that the Germans were kind to them and brought 20 kilogrammes of black bread for them, their supplies being exhausted.

* * The *Batavier V.* left Rotterdam on Thursday for London with a general cargo and meat. The *Zaanstroom* was bound from Amsterdam for London with eggs and a general cargo.

Amsterdam, March 22.

The extraordinary action of the Germans against Dutch shipping continues to absorb public attention. The newspapers publish strong comments protesting against the violence thus offered to neutral vessels. *Times,*
March 23,
1915.

The Government awaits confirmation of the facts reported in regard to the *Zaanstroom*, *Batavier V.*, and *Zevenbergen*, but in well-informed circles it is recognised that, if the incidents occurred as the newspapers state, the situation assumes a very serious character.

The Dutch are unable to comprehend why the Germans should have suddenly adopted such provocative measures,

and further developments are awaited with the keenest interest, but without alarm.

Further details communicated by the *Zevenbergen* make it clear that it was a Taube which threw the bombs at her, after which the aeroplane followed white-funnelled English steamers from Leith, at which she had previously thrown bombs.

When bombs were aimed at the *Zevenbergen* she was about five miles west of the Nordhinder. When the *Zevenbergen* was lying with a number of other ships in the Downs at mid-day on Saturday she saw an aeroplane throw bombs, but was unable to observe whether any took effect. The *Zevenbergen* also reported that at midday on Thursday last, near the *Royal Sovereign* lightship, she saw two boats, one with fourteen and the other with eight men. She steamed towards them to render assistance, but an English torpedo-boat arrived, picked up the men, and let the boats drift.

The report adds that it was noticed that the merchantmen above mentioned, which were followed by the aeroplane, fired on it.

Amsterdam, March 22.

The *Zevenbergen* was showing three flags indicating her nationality on the masts, two Dutch flags on the bridge, and three spread out on the deck, when the Taube attacked her. The first bomb thrown fell into the water about 40 feet to starboard of the steamer, and exploded. The second fell some 8 yards ahead of the ship, and exploded before reaching the water. The crew were greatly excited by the incident, and hastened to paint on the deck of the steamer the words 'Zevenbergen, Rotterdam, Holland.'

The Naval Commander of Amsterdam has been instructed to make an official investigation into the incident.

According to information received from shipping circles, several steamship companies have petitioned the Dutch Ministry of Foreign Affairs for explanations regarding the arrest of the *Zaanstroom* and the *Batavier V*. This step has been taken owing to the uncertainty prevailing in shipping circles regarding the reasons for these seizures.

The directors of the company owning the *Zaanstroom* have had an interview with the Minister for Foreign Affairs

at The Hague. It is still unknown whether the German Government will confiscate food stuffs destined for private persons in England, or whether they will reimburse the value to the company.

The steamers *Ystroom* and *Rijnstroom* have left for England since the incident.

It is rumoured that the steamer *Eemstroom*, of the same company, which left on Wednesday for Hull, has also been stopped in the North Sea by a German submarine. The *Eemstroom* had only a small quantity of food stuffs aboard. Details are still lacking.—*Reuter*.

* * The German wireless news circulated from Berlin under yesterday's date states that 'the Dutch steamers *Batavier* and *Zaanstroom*, bound for London, have been brought to Zeebrugge by a German submarine as prizes.'

Rotterdam, March 22.

Since Saturday evening thirty steamers of different nationalities have arrived here. The British steamer *Elfland*, under charter to the Belgian Relief Committee, was the only one attacked by a German aeroplane. The bombs dropped did no damage.

During the same period twenty-one steamers of different flags left the waterway, thus proving that German action against navigation to and from Dutch ports has, so far, had no influence on traffic.—*Reuter*.

* * The British steamer *Elfland* left Bahia Blanca for Rotterdam with a cargo of grain.

Amsterdam, March 24.

The tension occasioned by the arbitrary German action against the *Batavier V.* and the *Zaanstroom* is as yet unrelieved. It is supposed that these vessels will be retained and brought before the German Prize Court. This supposition is based on the confiscation of provisions, which, apparently, are considered contraband by the German Government, the

Times,
March 25,
1915.

substitution of the German war flag for the Dutch flag, and the dismissal of the major part of the crews.

It would seem that the Germans are likely to attempt to justify their action by an appeal to the consideration that the greater part of the cargo consisted of contraband. If this position should be assumed, it is considered that it would be untenable, having regard to the fact that there is nothing in the German declarations of February 2 and 4 which gave the least notice that provisions destined for England would be regarded as conditional contraband. The appeal to the Declaration of London by the Germans would carry no weight, seeing that the Declaration was not agreed to by all the parties interested, and, therefore, is entirely worthless. Moreover, it is important to remember that when the Entente Powers have taken action, they have restricted themselves to confiscating the contraband on board while letting the ships go free.

It is evident from the foregoing that the situation remains serious. The *Telegraaf*, while expressing this view, adds that it is the one generally accepted in the Netherlands. Foreign countries, it says, would do well not to be misled by the calm bearing of the Dutch. If opinion does not openly declare itself, it is because it is desired to leave the Government full freedom in regard to the decisions which it judges necessary and which may be speedily awaited.

The Hague, March 24.

It is semi-officially announced that, up to noon to-day, the Foreign Office has received no reply to the questions addressed by the Dutch Minister in Berlin to the German Government in regard to the *Zaanstroom* and *Batavier*.

Amsterdam, March 30.

The *Telegraaf* learns to-night that ten men of the *Zaanstroom* and eleven men of the *Batavier V.*, including the captains of both vessels, have arrived at Terneuzen, having been liberated. They say that they were well treated by the Germans, who state that both vessels must come before the Prize Court.

DANISH CARGO CONFISCATED

Copenhagen, March 22.

The Danish steamer *Bryssel*, which was arrested by a German torpedo-boat and brought to Swinemünde, has now been released and has arrived at Copenhagen. Her cargo of motor oil, destined for Sweden, was, however, retained in Germany.—*Reuter.*

Times,
March 23,
1915.

 THE KARLSRUHE BELIEVED SUNK

The Secretary of the Admiralty makes the following announcement :—

Times,
March 20,
1915.

There is every reason to believe that the *Karlsruhe* was sunk in the neighbourhood of the West Indies at the beginning of November, and that those of the crew who were rescued reached Germany in the steamship *Rio Grande*, which had been acting in concert with the *Karlsruhe*, early in December.

RUSSIAN TROOPS AT MEMEL

An official German statement sent from Amsterdam early yesterday morning asserted that rumours of a fresh occupation of parts of the province of East Prussia by Russians were untrue, and that the German line in the Eastern theatre of war ran from beginning to end on hostile territory. The official *communiqué* issued in Berlin later in the day, however, corrected this statement :—

Times,
March 20,
1915.

‘The situation near Memel, in Northern Prussia, is not yet cleared. Russian forces, apparently of weak strength, have entered Memel. Counter-measures have been taken.’

Petrograd, March 21.

The German tales of ‘frightfulness’ during the Russian occupation of Memel are circumstantially disproved by the official reports. We neither imitated German methods nor

Times,
March 22,
1915.

resorted to reprisals. The panic-stricken garrison of the Landsturm disbanded, and the whole population began sniping our troops. Last autumn, during General Rennenkampf's retirement, the inhabitants of Tilsit, who had been treated by him with the utmost kindness and consideration, fusilladed our marching columns. This bitter experience taught our officers that the townfolk of East Prussia are unable to appreciate leniency.

The commander of the troops who occupied Memel had, therefore, to choose between sacrificing his men or removing the treacherous burgesses. Naturally he chose the latter. Suitable quarters were provided for them along the sea front. Here they impatiently await the appearance of their warships, and transports are in the offing beyond the shoals of the Kurische Haff. The swamps around Memel make rescue impossible except from the sea, and landing is practicable only on the deserted coast north of the city. The troops who were driven across the Niemen beyond the German border facing Tauroggen cannot be utilised for this purpose.

In the opinion of experts at least a division must be landed to do any good. The attraction of some German forces to the north has been the sole motive of the Russian move. Hitherto we left the city alone simply because we did not believe in 'frightfulness' as a factor in success in war.

Petrograd, March 20.

A statement issued by the General Staff says:—

The *communiqué* issued by the German General Staff on Friday regarding the advance of the Russian troops towards Memel contained a threat of reprisals against Russian towns and villages occupied by the enemy for losses which might be sustained by the population of the region of Memel.

The Russian General Staff points out that Memel was defended by the armed forces of the enemy and that fighting occurred in the streets. The civil population having participated in the fighting, our troops were obliged to take the necessary measures. Therefore, if the German troops carry out the threats against the peaceful inhabitants of the Russian districts which they occupy, the moral responsibility will lie with them.—*Reuter.*

Petrograd, March 20.

An official *communiqué* issued here to-day says :—

THE NIEMEN.—On the right bank of the Niemen the Germans, after the fight at Tauroggen, have been forced beyond the frontier.

Another Russian detachment, displaying an impetuous offensive, reached Memel at 8 o'clock on Thursday evening, and, after street fighting in which the inhabitants took part, captured the town.

On the left bank of the Niemen the enemy, during the fighting of the last few days, has been compelled to evacuate the township of Pilwizski and the region east of the line Ozero-Dusia-Kopciowo.

Petrograd, March 21.

The following *communiqué* is issued here :—

Our troops reached Memel on Thursday evening after crossing the frontier near Gorshdy and beating the German forces, capturing some machine guns and motor-cars laden with stores. Memel was defended by two regiments of the Landsturm, which, after being driven back, mingled with the population. *Times, March 22, 1915.*

When our troops entered the town at 8 P.M., they were received with fire from the houses and from behind barricades. The civil population, as well as the troops, took part in the fighting. Our troops were then withdrawn from Memel, which was subjected to a short bombardment.

Our shells put an end to the resistance of the enemy, and the town was evacuated, the inhabitants fleeing towards Königsberg along the narrow neck of land which separates the Kurische Haff from the Baltic Sea.

Amsterdam, March 22.

The German Main Headquarters reports :—

After short fighting south of the town and obstinate street fighting, the Russians were yesterday driven out of Memel.— *Times, March 23, 1915.*
Reuter.

*Petrograd, March 23.**Times,*
March 24,
1915.

A despatch from the Headquarters of the Commander-in-Chief says :—

MEMEL.—Our detachment, which carried out a reconnaissance towards Memel, has fallen back on our territory.

*Petrograd, March 25.**Times,*
March 26,
1915.

An official *communiqué* issued to-day states :—

Throughout the day of the 23rd a German squadron, consisting of seven battleships and twenty-eight torpedo-boats, cruised off the Courland coast near Polangen and fired on the coast villages.

At six o'clock they disappeared.—*Reuter.*

Amsterdam, March 25.

The following official review of events at and near Memel was issued from the German Main Headquarters in Berlin to-day :—

On March 18 the Russians advanced towards Memel in several columns from the north and east, numbering between 6000 and 10,000 men, infantry, cavalry, and marines, with six to eight old guns. A small force of German Landsturm retreated from the frontier towards Memel, and later across the bay to the neck of land known as the Kurische Nehrung. As they advanced the Russians burnt numerous buildings and barns at Nimmersatt and Laugallen, and damaged altogether fifteen villages.

In the evening of March 18 the Russians entered Memel. The following evening the Russian Commander appeared at the Town Hall and ordered the Mayor to hand over three citizens as hostages. On March 20, in the morning, there were only Russian patrols in the streets. In the evening the majority of the Russians left Memel. Next morning strong Russian forces again entered the town from the north, but they then met German patrols followed by strong German forces from the south, who vigorously attacked the enemy and chased him out of the town. In the severe street fighting

which took place the Russians lost some 150 killed. Our losses were small.

The Russians fled, taking with them the hostages, but the car on which the hostages were transported broke down, the escort fled, and the hostages returned to Memel. The German soldiers pursued the Russians.

When marching through Polangen the Russians suffered severely through the gunfire from German cruisers. Five hundred Russians, three cannons, and three machine guns were captured. The Russian enterprise against Memel assumed the character of a raid, and a similar raid was apparently planned also against Tilsit.

Prince Joachim, youngest son of the Emperor William, was with the troops who liberated Memel.—*Reuter*.

* * Nimmersatt is 12 miles north of Memel on the coast near Polangen, and Laugallen is east of Memel close to the frontier, near Gursden.

Berlin.

During the actions north of Memel our sea forces supported the operations from the sea. At the same time the village and castle of Polangen were shelled on March 23 in the forenoon, and in the course of the day the road Polangen—Libau was kept under fire.

K.V.,
March 24,
1915.

ZEPPELIN RAID ON PARIS, AND FRENCH REPLY

Paris, March 21.

The official announcement regarding last night's visit by Zeppelins is as follows :

Times,
March 22,
1915.

Between 1.15 and 3 o'clock this morning four Zeppelins started for Paris, coming from the direction of Compiègne, and following the valley of the Oise.

Two of them were compelled to turn back before reaching Paris, one at Ecoeu, the other at Mantes. The two others were attacked by anti-aircraft guns, and only passed over the outlying districts of the north-west of the city and the neighbouring suburban districts. They withdrew after having dropped a dozen bombs.

The damage to property was of little importance. Seven or eight persons were struck, only one being seriously injured.

Various anti-aircraft posts opened fire on the Zeppelins, which were constantly lighted up by searchlights. One of them appears to have been hit. Aeroplane squadrons took part in the action, but mist hampered them in their pursuit.

To sum up, the Zeppelin raid on Paris was a complete failure, and only served to demonstrate how well the defensive arrangements adopted work. The population of the city remained perfectly calm.

On their way back the Zeppelins dropped a dozen incendiary or explosive bombs on Compiègne, which only did a little unimportant damage. Three other bombs were dropped on Ribecourt and Dreslincourt, to the north of Compiègne, without any result.

A second official *communiqué* gives the following further details :—

At Asnières eight bombs were dropped and three people were wounded. At Neuilly a slight fire was caused in a house, but was rapidly put out. Nobody was hurt. At Levallois a one-storey house was destroyed. At Courbevoie a workman received trivial injury and another slight injury.

In Paris bombs were dropped in the rue des Dames and the rue Duélons. No victims. In the Department of Seine-et-Oise and at Saint Germain Zeppelins were reported between half-past one and two o'clock. At Mantes they were fired at from the fort. At Poissy three bombs were dropped, two of which were explosive bombs. No victim. The passage of Zeppelins was likewise reported from Domont and Argenteuil.

Paris, March 22.

An official note issued this evening says :—

In consequence of the defeats sustained by them at La Boisselle, the Germans bombarded the civil hospital of Albert. The Red Cross flag was flying over the hospital. The bombardment was carried out after the range had been found by an aeroplane, and several projectiles found their mark. Five old men were killed and several others were wounded. The Mother Superior was seriously injured. The French aviators

have actively and effectively replied to the impotent Zeppelin raid on Paris on Saturday night.

In Belgium on Sunday twenty bombs were dropped on the aerodrome at Gits, and on the railway and stations of Lichterfelde and Essen. An aviatik was chased as far as Roulers, carbine shots being fired at it. Ten 90-millimetre bombs were dropped on the stations of Merkem and Wyfvege. Farther to the south near La Bassée two enemy aeroplanes were pursued and were forced to return to their lines. The station of Foye was effectively bombarded. In the valley of the Aisne an aviatik was put to flight by two of our aeroplanes.

In Champagne five hundred arrows were dropped on a German captive balloon, and several bombs on the station of Bazancourt, and on the enemy batteries at Brimont and Vailly. A German aeroplane was pursued to the north of Rheims.

In Alsace Pilot Sergeant Falze and Sub-Lieutenant Moreau brought down an aviatik on the railway to the west of Colmar. Six bombs were dropped on the station of Cernay, and the barracks at Mulheim and the station of Altkirch were effectively bombarded. On Monday in Belgium we bombarded the station of Staden, near Roulers, and several camps, while bombs were also successfully dropped on the aviation ground at La Bruquette, near Valenciennes.

In the Aisne region the barracks of La Fère, the stations of Anizy, Chauny, Tergnier, and Coucy le Château were struck by our aeroplanes.

In Champagne the aviation ground and the ammunition stores of Pont Faverges were bombarded day and night with 90-millimetre bombs. Forty bombs were dropped on the station of Conflans-Jarny and the adjoining railway lines. The effectiveness of the bombardment was verified. The barracks and the station of Freiburg, in Breisgau, received eight bombs. At 10.50 in the evening of March 22 three bombs were dropped on Villers-Cotterets, and a Zeppelin was noticed proceeding westward. The alarm was given in Paris, where all the measures provided for were taken.—*Reuter*.

BRITISH MERCHANT VESSELS LOST
BY HOSTILE ACTION

Times,
March 22,
1915.

The Secretary of the Admiralty communicates the following list showing the number of British merchant vessels lost by hostile action in each week since the outbreak of the war, the column within parentheses showing the total arrival and sailings of oversea steamers (over 300 tons net) of all nationalities to and from United Kingdom ports:—

[See p. 186.]

COMMENCEMENT OF SUBMARINE ATTACKS ON MERCHANT VESSELS

[See p. 186.]

COMMENCEMENT OF SUBMARINE 'BLOCKADE' (Feb. 18)

	By Enemy Cruisers.	By Mines.	By Sub- marines.	Total.	Gross Tonnage.
Feb. 24 (1381)	2	1	7	10	26,941
Mar. 3 (1474)	1	—	—	1	1,694
Mar. 10 (1557)	—	—	4	4	9,916
Mar. 17 (1539)	—	—	8	8	22,825 *

British steamship *Hyndford* (4286 tons), owned by the Scottish Shipowners' Company (Limited), of Glasgow, was torpedoed at 3.45 P.M. on March 15 off Beachy Head. The captain remained on the bridge, and having ordered the crew to their stations took the ship to Gravesend. One seaman was drowned.

British steamship *Leeuwarden* (988 tons), owned by General Steam Navigation Company, of London, reported to have been stopped by German submarine. Crew left the ship, which was then sunk.

Neutral vessel reported torpedoed and sunk: March 13, Swedish steamship *Hanna*.

* Three other vessels were torpedoed but reached port. Details of nine of these eleven vessels have been published, viz.:—*Adenwen* (not sunk), *Florazan*, *Headlands*, *Indian City*, *Andalusian*, *Invergyle*, *Hartdale*, *Atalanta* (not sunk), and *Fingal*. [See pp. 177, 188-9.]

DOCUMENTARY HISTORY—NAVAL

FISHING VESSELS

The following table, complementary to that given above, shows the total number of British fishing vessels sunk or captured since the outbreak of the war :—

[See p. 187.]

COMMENCEMENT OF SUBMARINE ATTACKS ON MERCHANT VESSELS

[See p. 187.]

COMMENCEMENT OF SUBMARINE 'BLOCKADE' (Feb. 18)

[See p. 187.]

MOUAILEH BOMBARDED BY AN ENGLISH CRUISER

Constantinople.

Headquarters reports: There is no important change in the Dardanelles.

K.V.,
April 3,
1915.

On March 21 an English cruiser bombarded the market-town of Mouaileh on the coast of Hedjaz, and attempted to land there. Being prevented from doing so she returned on the following morning, and bombarded the above-mentioned place continuously for five hours. She directed her fire especially on the Mosque, which was destroyed, and damaged a few houses. The enemy attempted to land troops in boats, but was driven away with heavy losses by detachments of our troops and the armed population. The cruiser then withdrew. We sustained no loss of life.

LOSSES BY SUBMARINE ATTACK

The British steamer *Blue Jacket* was sunk on March 18 by a German submarine off Beachy Head.

C.O.,
March 25,
1915.

The British steamer *Cairntorr* was sunk on March 21 off Newhaven by a German submarine. Attempts were made to tow her into port, but she foundered. The crew were rescued.

The British steamer *Concord* was sunk on March 22 at 8 miles south 20 west of the *Royal Sovereign* lightship.

During the past week several British and French merchant

DOCUMENTARY HISTORY—NAVAL

vessels have been unsuccessfully attacked by the German submarines.

PAY OF PROBATIONARY SUB-LIEUTENANTS ROYAL MARINES

L.G.,
March 26,
1915.

At the Court at *Buckingham Palace*, the 23rd day of March,
1915.

Present,

The KING'S Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 18th day of March 1915, in the words following, viz.:—

'Whereas by Section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, or other allowances in the nature thereof, payable in respect of services in Your Majesty's Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein, shall be paid in such manner, and subject to such restrictions, conditions, and provisions, as are from time to time directed by Order in Council :

'And whereas the rates of pay, and the conditions of payment, authorised by Your Majesty's Order in Council, bearing date the 8th of August 1911, for Probationary Second Lieutenants, Royal Marines, are not applicable under existing circumstances :

'We beg leave humbly to recommend that Your Majesty may be graciously pleased, by Your Order in Council, to authorise the grant of pay at the rate of 7s. 6d. a day during the period of Hostilities to Probationary Second Lieutenants, Royal Marines, when embarked or appointed to the Royal Marine Brigades or Batteries.

'We further beg leave to recommend that the pay of Second Lieutenants, Royal Marines, entered temporarily for the period of Hostilities, be increased from 5s. to 7s. 6d. a day, as from the 24th November 1914, such

DOCUMENTARY HISTORY—NAVAL

increase having been granted to Second Lieutenants appointed to Your Majesty's Army under similar circumstances, and that these Officers be granted pay at the rate of 8s. 6d. a day, when promoted to the rank of Lieutenant.

'The Lords Commissioners of Your Majesty's Treasury have signified their concurrence in these proposals.'

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

NOTICE TO MARINERS

(No. 218 of the year 1915)

ENGLAND—SOUTH-EAST COAST

Dover Strait.—Light-vessels to be established—Traffic Regulations

On or about the 1st April 1915, two Light-vessels will be moored in the English Channel off Folkestone, as follows:—

- (1) A Light-vessel, showing a *flashing green* light, in a position $2\frac{1}{2}$ miles, 140° (S. 26° E. Mag.), from Folkestone pier head, or approximately in latitude $51^{\circ} 02' 40''$ N., longitude $1^{\circ} 14' 10''$ E.
- (2) A Light-vessel, showing a *flashing white* light, in a position 5 cables, 150° (S. 16° E. Mag.), from (1).

L.G.,
March 26,
1915.

The Light-vessels will be provided with fog-signals. Full descriptions with all details of the Light-vessels, lights and fog-signals will be given in a further Notice.

Shipping is hereby warned that all traffic in that part of the Straits of Dover which lies between the Varne shoal and Folkstone, must pass between the above-mentioned Light-vessels, and that Article 25 of the Collision Regulations must be complied with, that is to say, Eastbound traffic must keep to the southern side of the passage, and Westbound traffic must keep to the northern side.

DOCUMENTARY HISTORY—NAVAL

Ships disregarding this warning will do so at their own peril.

Variation 14° W.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer*.

Hydrographic Department, Admiralty,

London, 24th March 1915.

BRITISH AIR-RAID ON HOBOKEN

Times,
March 25,
1915.

The Secretary of the Admiralty makes the following announcement :—

The following has been received from Wing-Commander Longmore :—

I have to report that a successful air attack was carried out this morning (Wednesday) by five machines of the Dunkirk Squadron on the German submarines being constructed at Hoboken, near Antwerp.

Two of the pilots had to return owing to thick weather, but Squadron Commander Ivor T. Courtney and Flight-Lieutenant H. Rosher reached their objective, and, after planing down to 1000 ft., dropped four bombs each on the submarines. It is believed that considerable damage has been done to both the works and two submarines. The works were observed to be on fire. In all, five submarines were observed on the slip.

Flight-Lieutenant B. Crossley-Meates was obliged by engine trouble to descend in Holland.

Owing to the mist the two pilots experienced considerable difficulty in finding their way, and were subjected to a heavy gun-fire whilst delivering their attack.

U 29 SUNK

Times,
March 26,
1915.

The Secretary of the Admiralty makes the following announcement :—

The Admiralty have good reason to believe that the German submarine *U 29* has been sunk with all hands.

Amsterdam, April 7.

An official telegram from Berlin announces that the Admiralty Staff issued the following statement to-day :—

Times,
April 8,
1915.

Submarine *U 29* has not yet returned from her last cruise. According to the report of the British Admiralty issued on March 26 the ship sank with her entire crew. The submarine must therefore be regarded as lost.

Berlin, June 18.

Regarding the nature of the destruction of *U 29*, it has now transpired, so we hear from a competent source, that the boat was sunk by an English tank-steamer sailing under the Swedish flag. Hereby the rumours which were circulated from the very beginning, find confirmation, namely, that the boat fell a prey to British intrigue.

K.V.,
June 18,
1915.

The Commander of *U 29* was Lieut.-Commander Otto Weddigen.

Special interest attached to this boat by reason of the fact that she was commanded by Lieut.-Commander Otto Weddigen, the most successful of Germany's submarine captains during the first eight months of the war, and the officer who sank the *Aboukir*, *Hogue*, *Cressy*, and *Hawke*. He was then in command of the *U 9*, in regard to which he himself said: 'My boat was one of the old type, but she behaved beautifully.' In a letter dated March 2nd, however, and published in the *Lokalanzeiger*, the brother of the captain stated that the latter was for some days confined to his room in Wilhelmshaven, having sprained his foot, but he went to sea 'some days ago' in the new submarine *U 29*, as his former command, *U 9* was no longer fit for ocean voyages. Weddigen made his *début* as a commerce destroyer on March 11th, when he attacked and sunk the British steamer *Adenwen* off the Casquets, and on that occasion he was remarkably polite, informing the master how very sorry he was to have to scuttle his ship. He gave the crew ten minutes to launch their boats, as 'We wish no lives to be lost,' he said, and having noticed that a seaman fell overboard,

J.R.U.S.I.,
Aug. 1915.

he sent a suit of dry clothes for him. The same afternoon, in sinking the French steamer *Auguste Conseil* off the Start, his farewell remark to her captain was, 'Give my compliments to Lord Churchill.' The loss of this brave and chivalrous officer was universally regretted. In Germany it caused a profound sensation. The Emperor sent a long letter of condolence to the widow, and a public subscription for a memorial was organised, while the Hamburg *Fremdenblatt* suggested that the word 'torpedo' should be replaced by the name 'Weddigen' in the German language as a lasting honour to the man 'who created the new weapon which is being used against British sea-militarism.'

DUTCH STEAMER *MEDEA* SUNK

Times,
March 26,
1915.

Late last night the Admiralty issued the following announcement:—

At 10 A.M. to-day the Dutch steamer *Medea*, flying the Dutch flag, with a Dutch crew and with the name '*Medea*, Amsterdam,' printed in large letters on her sides, was stopped by the German submarine *U 28* off Beachy Head. The vessel was ordered to send a boat with the ship's papers to the submarine. The crew of the *Medea* were ordered into the boats, and the ship was sunk by gunfire. The return of the ship's papers was asked for, but refused. The crew were brought to Dover by the British destroyer *Teviot*.

THE *DELMIRA* DISABLED

C.O.,
April 3,
1915.

On March 25 the British steamer *Delmira* of Liverpool was attacked by a German submarine, which fired at her and set her on fire. The crew abandoned their ship, which went ashore at La Hogue on the morning of the 26th. She was floated and taken into Cherbourg on April 1. The steamer *Lizzie*, which took part in the rescue of the crew of the *Delmira*, reports having encountered (*avoir abordé*) the attacking submarine, which was *U 27*, and to have subsequently seen large sheets of petrol on the surface of the water.

THE KING AND THE FLEET

The following announcement is published in yesterday's *Times*,
Court Circular from Buckingham Palace :—
March 26,
1915.

The King to-day visited a portion of the Fleet. Commander Sir Charles Cust, Bt., R.N., and Vice-Admiral Sir Colin Keppel were in attendance.

It will be remembered that a previous visit was paid by His Majesty¹ to 'a portion of the Grand Fleet' at the end of last month. ¹ [See p. 1.]

The visit was paid to Harwich and Felixstowe. His Majesty, who wore the undress uniform of an Admiral of the Fleet, arrived at Parkeston Quay by special train. He made a tour of the harbour in a naval motor-pinnace, informally inspecting various naval ships and also one of the submarine craft.

He also visited the naval barracks at Shotley and took luncheon on board H.M.S. *Ganges*, those present including Commodore Cayley, senior naval officer of the port, Brigadier-General Buckle, Commander Lyne, and Captain Waistell. Subsequently the King crossed to the Felixstowe side, where he inspected mine-sweepers and a mine-layer and witnessed a seaplane flight.

His Majesty, who was everywhere enthusiastically cheered, left Felixstowe on his return to London by special train shortly before five o'clock.

EGYPT AND MESOPOTAMIA

Constantinople.

Headquarters reports: A detachment of our troops operating against the Suez Canal came unexpectedly upon a small English column in the neighbourhood of the Canal opposite the station of Madam and annihilated it; it then successfully shelled two transport steamers filled with English troops. Similarly another detachment shelled an English transport steamer between Schaluf and Adschigöl. *K.V.*,
March 26,
1915.

On March 16 our troops, in co-operation with the warlike tribes to the north of Schnäbia and south-west of Bassora, surprised the enemy, carried his positions, and drove him back as far as Schnäbia; the enemy lost over three hundred

men killed and wounded and a quantity of arms and ammunition. Our loss only amounted to nine killed and thirty-two wounded.

DARDANELLES

Constantinople.

K.V.,
March 25,
1915. Headquarters reports: On Friday evening (March 26) enemy torpedo-boats and mine-sweepers attempted to enter the Dardanelles. They were, however, driven back by the fire of our batteries.

Constantinople.

K.V.,
March 27,
1915. Since the actions which were so disastrous to the enemy in the Dardanelles the Allies have not undertaken any further enterprises against the Dardanelles or other Turkish places in the Ægean. Last night enemy torpedo-boats and mine-sweeping craft attempted to proceed against the outer mine-field, after the moon had gone down, but they were at once driven off by the fire of the batteries. The reports of battles, successes, and landings of the Allies in the Dardanelles or in the Bay of Saros reported in the English Press are pure inventions.

Constantinople.

K.V.,
March 28,
1915. Headquarters reports: Early to-day our observation posts on the Bosphorus noticed some Russian warships, which fired a few shells from a very great distance against our patrol ships and then quickly retired.

NOTICES TO MARINERS

(No. 228 of the year 1915)

ENGLAND, SOUTH-EAST COAST

*Dover Strait.—Light-vessels to be Established—
Traffic Regulations*

Former Notice (No. 218 of 1915¹) hereby cancelled

On or about the 1st April 1915, two Light-vessels will be moored in the English Channel off Folkestone, as follows:—

(1) *Position.*—At a distance of $2\frac{1}{2}$ miles, 140° (S. 26° E.

¹ [See
p. 213.]

L.G.,
March 30,
1915.

Mag.), from Folkestone pier head. Lat. $51^{\circ} 02' 40''$ N., long. $1^{\circ} 14' 10''$ E.

Characteristics :—

- (a) Light: Character—A flashing green light every thirty seconds.
- (b) Fog-signal: Description—A siren giving four blasts in quick succession of two seconds' duration each, every minute.
- (c) Vessel: Description—Has one mast with two globes as daymark, hull painted green.

(2) *Position*.—At a distance of five cables, 150° (S. 16° E. Mag.), from (1).

Characteristics :—

- (a) Light: Character—A flashing white light every ten seconds.
- (b) Fog-signal: Description—A horn worked by hand giving two blasts in quick succession every two minutes.
- (c) Vessel: Description—Has one mast with one globe as daymark, hull painted red.

Shipping is hereby warned that all traffic in that part of the Straits of Dover which lies between the Varne shoal and Folkestone must pass between the above-mentioned Light-vessels, and that Article 25 of the Collision Regulations must be complied with, that is to say, Eastbound traffic must keep to the southern side of the passage, and Westbound traffic must keep to the northern side.

Ships disregarding this warning will do so at their own peril.

Variation.— 14° W.

Charts temporarily affected :—

No. 1895, Dungeness to the Thames.

No. 1406, Dover and Calais to Orfordness and Scheveningen.

No. 2451, Owers to Dungeness.

No. 2675c, English Channel, eastern sheet.

No. 2182a, North Sea, southern sheet.

No. 1598, English Channel.

(No. 232 of the year 1915)

ENGLAND, SOUTH COAST

*Portland Harbour Approach—Restriction of Navigation.
Caution re Target Practice*L.G.,
March 30,
1915.¹ [See
Naval 3,
p. 81.]*Former Notice (No. 41 of 1915¹) hereby cancelled**Position.*—Portland outer breakwater, lat. 50° 35' N.,
long. 2° 25' W.

1. Restriction of Navigation :

Caution.—No vessels or boats of any description are to move in the area north of a line joining Portland Bill with St. Albans Head, by day or night, unless proceeding into Weymouth anchorage.

2. Caution re Target practice :

Caution.—Target practice will take place, without further notice, from ships lying in Portland Harbour, and it will therefore be dangerous henceforth for vessels to enter the following area :—

Limits of dangerous area :

(a) *On the North.*—By a line drawn in a 97° (S. 67° E. Mag.) direction from the north end of the outer breakwater until St. Albans Head bears 18° (N. 34° E. Mag.).(b) *On the South.*—By a line drawn in a 119° (S. 45° E. Mag.) direction from the south end of the outer breakwater, until St. Albans Head bears 18° (N. 34° E. Mag.).(c) *On the East.*—By a line joining the eastern extremities of limits (a) and (b).(d) *On the West.*—By Portland and outer breakwater.*Variation.*—16° W.*Charts temporarily affected.*—No. 2255, Weymouth and Portland ; No. 3315, Straight point to Portland (1) ; No. 2615, Portland to Christchurch ; No. 2620, Eddystone to Portland (1) ; No. 2450, Portland to Owers ; No. 2675b, English Channel middle sheet ; No. 1598, English Channel (1).

DOCUMENTARY HISTORY—NAVAL

Publication.—Channel Pilot, Part I., 1908, page 150 ;
Supplement No. 2, 1914.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer.*

Hydrographic Department, Admiralty,

London, 27th March 1914.

(No. 239 of the year 1915)

NORTH SEA, RIVER THAMES, AND ENGLISH CHANNEL

(Information with regard to Pilotage)

Former Notice (No. 164 of 1915)¹ *hereby cancelled*

¹[See p. 77.]

I. The following Orders as to Compulsory Pilotage between the Downs and Great Yarmouth made under the Defence of the Realm (Consolidation) Regulations, 1914, will come into operation at 6 A.M. on the 31st March 1915, and will supersede those now in force.

ibid.

1. All ships (other than British ships of less than 3500 tons gross tonnage, when trading coastwise or to or from the Channel Islands and not carrying passengers) whilst bound from, and whilst navigating in the waters from, the Downs Pilot Station to Gravesend or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

2. All ships (other than British ships of less than 3500 tons gross tonnage, when trading coastwise or to or from the Channel Islands and not carrying passengers) whilst bound from, and whilst navigating in the waters from, Gravesend to Great Yarmouth or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

3. All ships (other than British ships of less than 3500 tons gross tonnage, when trading coastwise or to or from the Channel Islands and when not carrying passengers) whilst navigating in the waters from Gravesend to London Bridge or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

4. The Trinity House Pilot Station at Dungeness

DOCUMENTARY HISTORY—NAVAL

having been discontinued, pilotage is therefore not compulsory between the Downs Pilot Station and Dungeness, except for ships bound into or out of the Harbours of Dover and Folkestone.

II. Trinity House Pilot Stations have been established at the under-mentioned places, and merchant vessels not under compulsion of pilotage are very strongly advised to take pilots :—

(a) THE DOWNS, where ships proceeding north can obtain pilots capable of piloting as far as Great Yarmouth ; and also pilots for the river Thames, and for Folkestone and Dover harbours. The pilot steamers attached to the Downs Station will cruise in the vicinity of a position two miles south-east of Deal Pier.

(b) GREAT YARMOUTH, where ships from the North Sea bound for the river Thames or the English Channel can obtain pilots capable of piloting as far as the Downs.

The Pilot Steamer attached to the Great Yarmouth Station will cruise between the Corton Light-vessel and the South Scroby Buoy.

(c) THE SUNK LIGHT-VESSEL, where ships crossing the North Sea between the parallels of $51^{\circ} 40'$ and $51^{\circ} 54'$ North Latitude, but *no others*, can obtain pilots for the river Thames and the Downs.

(d) Pilots can also be obtained at LONDON and HARWICH for the Downs and Great Yarmouth (including the river Thames and approaches).

Note.—The pilots referred to in this Notice are the pilots licensed by the London Trinity House and no others.

III. RIVER THAMES.—All traffic into and out of the river Thames must pass through the Edinburgh Channels, or through the Black Deep south of the Knock John and Knob Light buoys, and through the Oaze Deep, until further notice.

No vessels are to remain under way in the above-mentioned Channels inside the Sunk Head Light-buoy, or within a line joining the positions of the South Long Sand and East Shingles buoys, between the hours of 10 P.M. and 4 A.M.

Vessels at anchor within these limits must not exhibit any lights between the hours of 10 P.M. and 4 A.M.

DOCUMENTARY HISTORY—NAVAL

All other Channels are closed to navigation.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer.*

Hydrographic Department, Admiralty,

London, 27th March 1915.

FRENCH CRUISERS IN EASTERN WATERS

Paris, April 2.

An official *communiqué* on the subject of the naval operations, covering events since March 26, mentions that the cruiser *Desaix* destroyed with one of her guns a small Turkish fort in the Gulf of Akaba, and that while a boat from the *D'Entrecasteaux* was on its way to search a sailing vessel off Gaza (Syria) it was fired upon from the shore, one man being killed and another wounded. The cruiser then bombarded the town and the Turkish troops.—*Reuter.*

ESCAPE OF THE *VOSGES* FROM A SUBMARINE

A remarkable story of an encounter between a British cargo vessel and a German submarine is related by Captain J. R. Green, of the Moss Line steamer *Vosges*. *Times,*
March 29,
1915.

The *Vosges*, from Bordeaux to Liverpool, was hailed by the submarine on Saturday (March 27) about sixty miles west of Trevoise Head. For two hours the British vessel successfully prevented the enemy from torpedoing her, but she nevertheless suffered such damage from shrapnel and shell that she had to be abandoned and eventually went down, though not until the submarine had disappeared without learning of her fate. In the course of the struggle the chief engineer was killed, and several of the ship's company were more or less seriously injured. There were seven passengers on board. Captain Green says:—

'On Saturday morning a submarine appeared flying the German ensign and signalled to us to prepare to abandon ship. I had always made up my mind to make a fight of it

in such an emergency, and I ordered all steam up in order to get away. I turned my stern to the enemy, and then ensued a duel of skill. Foiled of using his torpedo, the submarine manœuvred to bring his gun into action, and his superior speed, despite the fact that we were making over 14 knots, enabled him to do so. Still, it was only now and again that the gun could be trained on the ship, and then the shells dropped as if from a quick-firer. The main target was undoubtedly the bridge, and it was marvellous how any of the chief officers there ever escaped; the bridge was riddled like a colander and one shell struck down Second Officer Doody, of Blackpool, while in the course of the fight all the officers received injury from shrapnel splinters. The funnel was almost carried away by one shell. The chief engineer, Mr. Davies, of Liverpool, who was urging his stokers to further efforts, was killed by a shell which travelled 40 ft. along an alley-way after penetrating an iron plate.

'It was evident that the submarine could not overtake the vessel, and her commander decided to give up the chase. With a last shot she disappeared, but that missile probably proved fatal. A hole 2 ft. square was torn on the water-line in the fore part of the ship. I got a ladder and went over the side to see if the damage could be repaired, but realised that it was hopeless. I was almost sucked inside myself by the indraught of water. There was nothing for it but to abandon the ship.

'I am thankful, however, that the enemy did not know he fatally struck us and did not see us sink. About this time H.M. patrol yacht *Wintonia* hove in sight and was signalled. As towing was out of the question we took to our boats, and boarded the yacht, which brought us to Newquay. It was found necessary to take the second officer and a mess-room boy, aged fifteen, to the Truro infirmary. Several of the crew received minor injuries, and a Belgian lady who was on board was also wounded.'

Captain Green, who was struck in the right hand, declared that if the ship had been provided with a gun there would have been one hostile submarine less to-day. Her audacity was such that she presented an easy target at just over 200 yards from the deck of the *Vosges*.

DOCUMENTARY HISTORY—NAVAL

The Secretary of the Admiralty announces :—

Captain John Richard Green, of the steamship *Vosges*, *Times*, April 10, 1915. has been granted a commission as lieutenant in the Royal Naval Reserve, and His Majesty the King has been pleased to award him the Distinguished Service Cross in recognition of his gallant and resolute conduct when the vessel was attacked by a German submarine on March 27.

The Lords Commissioners of the Admiralty have expressed their high appreciation of the gallant behaviour of the officers and crew during the attack, and they propose to present the officers with gold watches and each member of the crew with £3. The widow of the late Chief Engineer Harry Davies, who was killed during the attack, will be presented with the gold watch which would have been awarded to him.

At 10.15 A.M. on March 27 the steamship *Vosges* was attacked by a German submarine in Latitude 50.27 North, Longitude 6° West. Captain Green ordered all firemen below and asked the passengers to volunteer to assist the firemen, which they did willingly. The submarine opened fire from straight astern; the first round was blank, but was followed immediately by one which hit the vessel in the stern. During this time the vessel was going at extreme speed, and altering course as necessary to keep the submarine dead astern. This continued for one and a half hours, during which time the vessel was struck repeatedly by shell; the funnel riddled, the bridge house on both sides smashed, and the engine-room badly pierced. The enemy were firing shrapnel. The Chief Engineer was killed near the stokehold by a shell striking him in the chest while he was exhorting the firemen and volunteers to further efforts. The Second Mate was hit in the arm while on the bridge. One fireman was hit in the wrist, and the mess-room boy in the leg. The Mate was slightly wounded in the hand, and splinters also grazed the Captain's hand. A lady passenger was slightly injured in the foot. At about 11.45 the submarine sheered off.

The *Vosges* made all speed towards Milford, intending to put in and report there, but water was gaining rapidly on pumps, and at about 12.30 His Majesty's ship *Wintonia* was sighted. It then became evident that the *Vosges* was sinking, and, after all hands had been transferred to the *Wintonia*, she sank at 2 P.M. The *Wintonia* took the survivors into Newquay (Cornwall).

K.V.,
March 29,
1915.

London, March 29.—The Admiralty publishes the following details concerning the sinking of the steamer *Vosges*; the steamer *Vosges* was sunk on Saturday (March 27) when sixty miles south-west of Stanns Head by shell fire from the same submarine which chased the steamers *Aguila*, *Dunedin*,¹ and *Falaba*² off the Land's End on Sunday and was also sighted near Cape Clear. The wounded of the *Vosges* relate: The captain did not obey the signal of the submarine, and manœuvred so as to have the submarine astern, the latter being thus unable to use her torpedoes. A blank shot having no effect, the submarine fired with shell. The steamer went full steam ahead, but the submarine, which appeared to be of a new type, easily overtook her. The effect of the gun at a range of three hundred metres was fearful. Twenty shells were fired in all. The chief engineer was killed. All the officers but one were wounded. The second quartermaster was seriously wounded. Everything on deck was smashed to pieces. Three boats were destroyed. Nevertheless the *Vosges* held on her course. After two hours the submarine gave up the pursuit. A shell hit the ship on the water line. The water poured in. The passengers helped in working the pumps. The *Vosges* attempted to ram the submarine, but without success. In the meanwhile, rockets were fired to call for assistance. The last shot from the submarine carried away the flag. After the submarine had disappeared the steamer continued her voyage, using the pumps the whole time. An hour later she encountered a patrol boat, which took her in tow. The ship could, however, not keep afloat any longer. The occupants then took to the boats, and went on board the patrol boat.

¹ [See
p. 240.]

² [See
p. 228.]

DARDANELLES

Constantinople.

K.V.,
March 29,
1915.

An Imperial Irade orders that the Ottoman fighting forces assembled on the Dardanelles and neighbourhood shall henceforth constitute an army, *i.e.* the fifth, the high command of which has been entrusted to Marshal Liman von Sanders, the former high commander of the first Army.

Constantinople.

Headquarters reports : One of our seaplanes threw bombs *ibid.* yesterday on an English warship which was cruising outside the Dardanelles.

CONFESSIONS OF A PIRATE

Washington, March 29.

The *Sun* and the *World*, among other papers, publish a picturesque interview with Lieutenant-Commander Claus Hansen, commander of the German submarine *U 16*, describing his life at sea and the torpedoing of the *Dulwich* and the *Ville de Lille*.¹ The interview was secured by Herr von Wiegand, formerly German correspondent of the United Press.

Times,
March 30,
1915.

¹ [See
Naval 3,
p. 406.]

After some talk about the chief danger to American ships coming from the British habit of sailing under false colours, Commander Hansen explained that each submarine has a definite area to cover. On his last cruise he was assigned to the Channel.

He described the sinking of the *Dulwich* off Havre, and the *Ville de Lille* shortly after it left Cherbourg. In the case of the French steamer, he said :—

‘ We saw two women and two children on deck. Of course we could not torpedo the ship with women and children aboard, so we gave chase. The *Ville de Lille* finally stopped, and twenty-four men, women, and children clambered with alacrity into the boats. We sent four men aboard, who placed bombs in the bottom, and sank the steamer. They found a little terrier, who had been abandoned and fought the men with his teeth, but was captured and brought along. Ever since it has been the mascot of the *U 16*. We gave the women and children some blankets and food for themselves and the crew. Then we towed the two boats to opposite Barfleur, close to the land, from where there was no difficulty in rowing in.’

Two days later the *U 16* torpedoed the French steamer *Dinorah*, loaded with horse and artillery, off Dieppe. Speaking of life in submarines, Commander Hansen said :—

‘ It is fearfully trying on the nerves. Every man does not stand it. . . . When running under sea there is a deathlike silence in the boats, as the electric machinery is noiseless. It is not unusual to hear

DOCUMENTARY HISTORY—NAVAL

the propeller of a ship passing over or near us. We steer entirely by chart and compass. As the air heats it gets poor and mixed with the odour of the oil from the machinery. The atmosphere becomes fearful. An overpowering sleepiness often attacks new men, and one requires the utmost will-power to remain awake. I have had men who did not eat during the first three days out because they did not want to lose that amount of time from sleep. Day after day spent in such cramped quarters, where there is hardly room to stretch your legs, and constantly on the alert, is a tremendous strain on the nerves.

'I have sat or stood eight hours on end with my eyes glued on the periscope and peered into the brilliant glass until eyes and head ached. When the crew is worn out, we seek a good sleep and rest under the water. The boat often is rocking gently with a movement somewhat like a cradle. Before ascending, I always order silence for several minutes in order to determine by hearing, through the shell-like sides of the submarine, whether there are any propellers in the vicinity.'

Commander Hansen prophesied a more effective blockade when the crews of the vessels had 'found' themselves. He refused to say how long the newest German submarine could remain below, and the censor did not allow him to talk about the length of his voyages. When asked about the supposed secret rendezvous near England, he laughed and said, 'Let the English think so. The more torpedo-boats they keep hunting for the secret rendezvous, the fewer we have to dodge.'

LOSS OF THE *AGUILA*, *FALABA*, AND *AMSTEL*

Admiralty, March 29.

The Secretary of the Admiralty makes the following announcement:—

British S.S. *Aguila*, 2114 tons, belonging to the Yeoward Line, when on passage from Liverpool to Lisbon, was torpedoed off Pembroke at 6 P.M. on 27th March. The vessel sank. Twenty-three of the crew and three passengers are missing. The master and nineteen of the crew have been landed at Fishguard.

British S.S. *Falaba*, 4806 tons, owned by Elder, Dempster, and Co. (Limited), was torpedoed at 0.25 P.M., 28th March, to the south of the St. George's Channel, and sank in ten minutes. The ship carried a crew of about 90 persons, with

DOCUMENTARY HISTORY—NAVAL

about 160 passengers. About 140 survivors have been picked up, eight of whom, including the captain, died after being picked up. It is feared that many were killed by the explosion of the torpedo.

Dutch S.S. *Amstel*, 853 tons, belonging to P. A. Van Es and Co., of Rotterdam, when on passage from Rotterdam to Goole, struck a mine at 4 A.M. 29th March in the German mine-field off Flamborough. The crew have been landed in the Humber by the Grimsby trawler *Pinewold*.

Messrs. Yeoward Brothers, Liverpool, have received the following message from the Admiralty :—

Times,
March 31,
1915.

'Steamer *St. Stephen* reports that captain spoke the steamer *Lady Plymouth* in lat. 49.37 N., long. 8.35 W., when the vessel informed him by signal that she was bound for Madeira, and had crew of 15 hands and 2 passengers from the *Aguila*, of Liverpool, which was sunk by a German submarine.'

According to the Admiralty statement issued on Monday evening, the master and nineteen of the crew of the *Aguila* were landed at Fishguard, and twenty-three of the crew and three passengers were missing. Of the missing it is known that the chief engineer and two of the crew were killed by gunfire, and it was also stated that the stewardess and a woman passenger were drowned. Four persons are thus still unaccounted for and have presumably been drowned—a total death-roll of nine.

Milford Haven, March 29.

The *Falaba*, one of the largest of the Elder-Dempster liners, left Liverpool at six o'clock on Saturday evening. She had on board about 140 passengers and a crew numbering about 100. About midday on Sunday, when the liner was off the Pembrokeshire coast near the Smalls Lightship, a submarine appeared about 300 yards to starboard, flying the German ensign. She made three signals to the *Falaba*, including the signal to stop. Escape was impossible—the submarine proved herself some six knots better than the *Falaba*—and so Captain Davies stopped and prepared to launch his boats.

Times,
March 30,
1915.

DOCUMENTARY HISTORY—NAVAL

Just as the first boat was lowered, an explosion occurred which blew it to pieces and threw all the passengers into the water. The second and third boats were stove in as they were being lowered. Only one boat, bearing fourteen persons, was successfully launched.

There is some doubt about the exact number of minutes' grace accorded by the German commander, but it is agreed that well within ten minutes the *Falaba* was torpedoed at 100 yards range, when the enemy could not fail to see that the deck was still crowded, and the first boat was actually halfway down the davits. The torpedo struck near the engine-room, and the *Falaba* sank rapidly. The callousness of the attack was aggravated by the conduct of the Germans when their victims were struggling in the water. As they raised their arms, reaching out for lifebuoys or scraps of wreckage, the Germans looked on and laughed, and answered their cries for help with jeers. This charge of inhumanity is not founded on any isolated allegation. It is definite testimony of some half-dozen survivors.

Fortunately some help, though not enough, was at hand. The steam drifter *Eileen Emma*, of Lowestoft, had seen the submarine, and followed her, and was only some 300 yards away when the *Falaba* was torpedoed, and immediately went to the rescue. Over 100 persons were picked up alive, and six of the dead were recovered. Captain Davies was living when taken out of the water, but died almost immediately from the effects of exposure. A second drifter soon joined in the work of rescue, and the lifeboat with fourteen persons on board was picked up by a third. The survivors were taken to Milford Haven.

The official list supplied by the Elder-Dempster Company shows that, as far as is at present known, 52 first-class passengers, 34 second-class passengers, and 49 of the crew are saved. Four passengers and four of the crew are reported dead. There are missing 61 passengers and 43 of the crew. The following is the list of survivors :—

Chief Officer Baxter, Third Officer Pengelly, Fourth Officer Spray. Chief Engineer Guy, Third Engineer Mellvin, Fourth Engineer Brown, Fifth Engineer Shaw. Stewards Ford, Brearer, Muscar, Ellams, Turton, Barber, Hinmars, Malling, Doherty, Astley, Percy, Jones, Sam Bartley, Ashton, Noble,

Harrison, Clarke, and Shields. Chief Cook Marchbanks, Second Baker Seavor. Marconi Operator Taylor. Musicians Crane and Killip, Carpenter Joshua Thomas, Sailors Monteith, Harrison, and Roderig. Deck boys Irvine and Fell. Quartermaster Tyrell. Greaser Harding. Firemen and Trimmers Thomas Williams, James Abbol, John Abbol, Heinmeradanay Massaquoi, Roberts, and Kutchon. Ship's Barber Rowett. Head Stoker John Thomas.

First-Class Passengers

J. Marshall, S. Barnett, E. H. Cassell, A. Goldwater, H. H. Seacombe, H. M'Laren, P. Deacon, Dr. E. E. Maples, F. G. Wallach, H. E. Kent, Capt. A. E. Brown, Lieut. J. H. Barrett, F. P. Barker, F. Unwin, D. Bathgate, C. E. Bressey, O. Pearson, H. C. Higgins, A. C. Davidson, R. H. Grahame, H. B. Hermon Hodge, J. A. Michell, H. J. Johnston, The Rev. A. Field, J. Fitztownsend, Lieut. D. S. Grant, Lieut. D. C. Sambridge, Capt. M. C. C. Harrison, W. A. Austin, Lieut.-Commander G. C. Heathcote, R.N., Lieut. C. C. R. Lacon, R.F.A., C. C. Robinson, J. C. Einery, A. E. Miles, Dr. J. C. Fox, Miss A. J. Wait, Miss J. Bell, Mrs. Hode, W. W. Bishop, Mrs. W. W. Bishop, Miss Victoria Palmer, Miss C. Palmer, Lieut. P. W. E. Le Gros, Lieut. P. S. Emerton, C. J. Matt, J. R. Anderson, D. C. M'Dougall, R. W. M'Neill, C. B. Wooley, Dr. B. A. Percival, Lieut. C. W. H. Parker, James Heatley.

Second-Class Passengers

J. Gould, William Walton, W. Kenmare, W. G. Phizacklea, E. Phizacklea, J. M. Sharp, W. Dovell, Sgt. H. Blair, Sgt. T. H. Plaum, E. Primrose, D. J. Ryder, D. H. Ryder, W. C. Chiswell, J. King, W. J. Barrell, Corporal J. E. Kelliker, H. Dibley, E. Penrose, A. E. Crawley, Corporal N. C. Turnbull, Sgt. J. W. Gallagher, T. Culver, W. Michaeli, R. Service, E. Anderson, W. J. Thomas, A. Nichol, C. Nicol, Quartermaster-Sgt. Birkett, Sgt. A. V. Roe, Sgt. J. D. Beatti, Charles Davies, E. F. Rigby, A. Meikle.

The following were landed injured, and placed in the Naval Hospital at Milford Haven: Second Engineer Peat

(two fractured ribs), Lieut. Charles Toller (one rib broken), A. D. A. Cottingham (fingers injured).

Milford Haven, March 29.

Times,
March 30,
1915.

Chief Cook Marchbanks said that the submarine screened itself behind a trawler, and appeared quite suddenly. The explosion of the torpedo blew one of the lifeboats out of the davits, and it fell upside down in the water with eighteen passengers in it, all of whom, he held, were drowned. The *Falaba* quickly took a heavy list. As he saw the Germans on the submarine, laughing at them, faced with death as they were, he shook his fist at them and called out: 'You murderers!' He helped to support a steward named Muscar in the water for an hour. There were dozens of people in the sea crying out for help. All the time the submarine was circling around them, with the Germans 'laughing their sides out' at them as they drowned. The trawler picked up many of the people in the water, and made three attempts to get the captain, hauling him aboard at last with a boat-hook. He was clasping the ship's papers to his chest, and died in a few minutes. The Germans made no effort at all to save any one, and they are nothing but murderers and cold-blooded murderers at that.

Quartermaster Harrison, who was at the wheel when the submarine appeared, said a course was at once steered to throw the submarine astern, but she was going too fast for them. The submarine carried a 3-in. gun, which was not used and had no identification marks. He confirmed the statement that the crew of the submarine looked on while the men were in the water and jeered at them.

Survivors praise highly the coolness of Captain Davies and the excellent discipline he maintained on board. He remained on the bridge throughout. The conduct of the wireless operator is also mentioned. He was repeatedly ordered by the Germans to stop working; he persisted, and was able to pick up the Land's End station and telegraph the message, 'Torpedoed; taken to boats' before the Germans jammed the apparatus.

Both stewardesses are believed to have been drowned.

To one of them a young officer had nobly given up his life-belt, and he also was drowned.

Captain George Wright, master of the Lowestoft drifter *Eileen Emma*, said he saw the submarine at 12.15 P.M. on Sunday. He followed her for an hour. An hour later he saw the torpedo fired at the liner. The liner sank after a short time. The *Eileen Emma* was then 200 yards from the submarine, and the enemy craft was about the same distance from the *Falaba*. The crew of the submarine made no attempt to rescue the scores of people struggling in the water. Many of the rescued passengers declared emphatically that the Germans laughed and jeered them while they were fighting for life. Captain Wright said he laboured for 2½ hours rescuing the passengers and crew of the *Falaba*. He picked up 115, six of whom died. The submarine stood by whilst the liner sank. She then headed off in a southeasterly direction, and then westerly. After picking up the survivors, he (Captain Wright) made for Milford, and while on the way met a destroyer, to which vessel the majority of the rescued persons were transferred.

Mr. W. Michaeli, London, describing the sinking of the vessel, said :—

‘Every one on board became excited when it was known that a submarine was near, and the passengers crowded on deck. The captain of the *Falaba* put on full steam, but very soon it was evident that we had no chance of getting away. The enemy submarine chased us, and three-quarters of an hour after we sighted her she was within hailing distance. She appeared to be one of their latest and biggest boats, carrying a good-sized gun, and this was trained on the *Falaba* as soon as the submarine got near us. The commander of the submarine sent up a rocket, and then, coming nearer, ordered our captain to get every passenger into the boats at once, saying, in good English, “I am going to sink your ship.”

‘Then followed a terrible scene. Some of the boats were

swamped, and their occupants thrown into the sea, several being drowned almost immediately. One man whom I afterwards met was picked up after being in the water for an hour. Barely ten minutes after we received the order to leave the ship, and before the last boat had been lowered, I heard a report and saw our vessel heel over. The pirates had actually fired a torpedo at her at a range of 100 yards when they could distinctly see a large number of passengers and crew, including the captain, the purser, and other officers still on board. It was a dastardly thing to do; nothing but murder in cold blood.'

Another passenger gave the following account:—

Times,
March 30,
1915.

'We were going full speed at the time, but the boat's best was only between 12 and 13 knots, and the submarine overhauled us. She ran to our port side and hailed us, threatening to sink us instantly if we did not obey. The captain hove to, and the commander of the submarine then called out in English that he gave us five minutes to leave the boat. He immediately turned the submarine round to our starboard quarter, and hove to about 300 yards away, with the nose pointing direct to us amidships. Our crew were lowering the boats as quickly as they could, but several of them did not get down properly and were upset. Three of them were swamped, and people were soon struggling in the water. Another boat was actually half-way down the davits, full of passengers, when the submarine torpedoed us without further warning. I was one of the small party of passengers and officers who had not got into boats, and I distinctly saw the torpedo coming. In fact, it came straight towards where we were standing, and we ran to the forepart of the ship to escape it. The torpedo struck our vessel amidships, and the *Falaba* immediately gave a list to starboard and went down about ten minutes after. There was a slight explosion when she was struck, but it was not very loud, more like the report of a small gun.

'The party of whom I was one jumped off into the water, and got into a boat from Mumbles before she sank. The main deck was then awash. I had previously grasped a lifebelt which was in my cabin—indeed, all the passengers

had been served with lifebelts—and when I got into the water I seized hold of a floating buoy. For an hour I was in the water, floating and swimming, and had to make my way through wreckage and a number of dead bodies. At last I was picked up, together with four others, including one of the officers, by one of our own boats. I had all my clothes on, and I should never have survived but for the lifebelt and the buoy. The master of the *Falaba* jumped off about the same time as I did, and he was one of the last to leave the ship. But I was afterwards told he died immediately, as the result of exposure. I also heard that eight or nine of the crew died from injury after being landed.

‘The submarine was flying the German ensign. I did not really believe that she would fire the torpedo so soon without giving warning. It was murderous, for people were swimming around the ship, and a boat that was half-way down the davits was flung into the water through the shock of the torpedo, which smashed the davits. If the Germans had given us only another ten minutes I believe all the passengers and crew would have been saved. As it was, if the trawler had not come up very few of us would have been left to tell the tale. Not only did the submarine torpedo us so soon after the warning, but we could see her crew laughing at us as we were struggling in the water. I could not see her number, which I believe had been painted out.’

New York, March 30.

The *World*, whose comment on the sinking of the *Falaba* is headed ‘Not War but Murder,’ says:—

‘Sinking enemy merchant vessels before the crews can be taken off and assured of being safely landed is flatly contrary to international law. To blow up or drown helpless passengers is infinitely worse. It is of no military advantage. This war will be determined as wars always have been determined—by men in arms. It rouses the pity of the neutral world for the helpless victims and abhorrence for the men in high command who order the murder to be done. The higher policy of war as waged in Berlin began with the gigantic blunder in the invasion of Belgium. It is continuing it with

Times,
March 31,
1915.

another in decreeing the deliberate slaughter at sea of defenceless men, women, and children.'

The *New York Press* says, under the title, 'Submarine Atrocities':—

'Modern civilisation has never before known anything to approach the crimes committed within the last seventy-two hours by submarines acting with the approval and under the direction of the German Admiralty. The Dark Ages have scarcely surpassed them.'

The article goes on to say that no plea of reprisals can remove the world's indictment of murder, and concludes:—

'Indelible is the stain on the naval name of Germany, hitherto so often splendid in this war. Imperishable is the infamy fixed by those butchers upon a race of such noble purpose and glorious achievements through years of the past.'

The German *Staats Zeitung*, of course, upholds the attack, saying:—

'The great number of those lost gives reason for regret. Allied howlers and humanity shouters will naturally raise a great cry. But they should not forget one thing—the number of those lost in the ship disaster dwindles to nothing compared with the millions of German women and children whom England would bring to death by starvation, and the action of Germany is in such circumstances the only proper answer to English brutality.'

New York, March 30.

Times,
March 31,
1915.

In an article headed 'Kultur at Its Meridian,' the *New York Herald* makes the following comment on the sinking of the *Falaba*:—

'There is great joy in the halls of kultur that over a hundred non-combatants, some of them women, have been ruthlessly murdered on the high seas. It is "the day."'
Reuter.

ibid.

Messrs. Elder-Dempster yesterday issued a list of 104 names of passengers and members of the crew of the *Falaba* who have not yet been accounted for. To that number must be added the seven identified bodies at Milford Haven.

A citizen of the United States, Mr: Leon Chester Thrasher,

was one of the passengers in the *Falaba*, and his name is included in the official list of those missing.

Mr. Thrasher was about thirty years of age, and was on his way back to the Gold Coast to resume his work as a mining engineer. He had been staying for some weeks at the Home and Colonial Hotel, Cartwright Gardens, Bloomsbury.

It is feared that there is no hope that further rescues have been made. Passengers who survived declare that those who were not picked up by the trawlers must have perished. They add that the death-roll would have been much heavier owing to the result of exposure if the British destroyer had not come alongside and taken off the passengers 4½ hours after they had been rescued by the trawler.

Several passengers who were practically penniless, having left all their effects behind them owing to the haste with which they had to take to the boats, were provided with money by Messrs. Elder-Dempster in order to return to their homes.

The following is the official list of the missing passengers and members of the crew :—

PASSENGERS

SIERRA LEONE.—B. W. Orr, F. E. Telford, R. J. Whittaker.

ACCRA.—L. A. Brooks, William Bruce, C. Bruce Frame, M. Eddelin, T. Grimshaw, J. G. Marsden.

SECONDEE.—O. P. Bourke, T. Kreil, L. H. Massey, F. L. Parnell, I. Sanderson, E. G. Teskie, L. C. Thrasher, W. G. Wakeham, H. J. Willes, Miss J. Winchester.

LAGOS.—N. Antonopoulos, I. Bailey, Dr. F. J. A. Baldwin, W. A. M. Chalmin, W. H. J. Clifton, W. Downham, Dr. J. C. Fox, G. K. Gwen, F. G. Boulden, Dr. A. W. H. Grant, P. O. Henderson, H. H. Hendrick, J. A. Houston, W. Jackson, W. E. Knighton, L. R. Mann, S. Manger, T. A. E. Rouchetti, J. H. Silcock, I. C. Thomas, W. H. C. Traisdell.

FORCADOS.—A. Burgess, W. Wagstaff.

BONNY.—D. Pryde.

CALABAR.—W. E. Georgeson, H. J. Hesse, Mrs. J. Hyde.

DUALA.—A. Hall, W. Lees, W. J. W. Nicholas, P. Turner, W. Westlake.

CREW

Second Officer H. C. Hawkins, Sixth Engineer C. Pickup, Stewardess S. Gearle. G. Ackquah, I. Ackton, J. Alimo, W. Bolton, H. Boardman, W. Corry, D. Cameron, J. Cruikshank, G. Coffee, Robert Corkhill, E. Clare, H. Dording, J. Dandy, S. V. Daley, T. Evans, C. H. Eastaway, W. Fitzgerald, A. Holdsworth, J. Freeman, W. Freeman, A. Gough, A. Harding, J. Hampson, W. O. Hughes, D. Irvine, Ed. Johnson, R. Hamilton Jones, W. J. Kirwin, E. Lessint, W. R. Lancaster, H. Meugrieyk, J. Massaquie, F. M^cCombe, M. G. Roskell, J. Ryan, R. Loust, R. Roberts, R. Reffells, C. Sullivan, J. Tyrrel, C. L. Taylor, G. W. Whitwell, F. C. Williams, J. Williams, H. H. Wright, J. Wyse, T. Williams.

Dr. J. C. Fox, Putney, and Mr. A. C. Francis, who have been included in the list of the missing, are now ascertained to have been saved.

A message from Liverpool states that Mr. R. C. Lee, first-class passenger on the *Falaba*, whose name appears in the official list of missing, arrived there last night. He was rescued by a trawler and landed at Milford.

(In the list given above the only similar name among the missing passengers is W. Lees, who was bound for Duala.)

Times,
March 31,
1915.

The inquest on the eight recovered bodies of victims of the *Falaba* disaster, including Captain Frederick J. Davies, was held at Milford Haven yesterday by Mr. Price, the Pembroke County Coroner. The Admiralty was represented by Lieutenant-Commander de Crespigny and Mr. Bryant, solicitor, and the owners by Mr. Williams. The Chief Constable of Pembroke was also present.

Walter Baxter, chief officer of the *Falaba*, said the *Falaba* left Liverpool for the West Coast of Africa at six o'clock on Saturday evening with a crew of about 100, 150 passengers, and a general cargo. All went well until 11.40 on Sunday morning, when the third officer sighted a submarine from the bridge. Captain Davies was in the chart room. The submarine was flying the British ensign at first, and when she got close hauled it down and flew the German flag. The witness called the captain, who altered the vessel's course. The submarine overhauled them in about ten minutes and signalled, 'Stop

and abandon ship.' The *Falaba* kept on at full speed, whereupon the submarine signalled, 'Stop, or I will fire into you.' The captain asked the witness's advice, and he replied, 'Better stop, considering there are so many passengers aboard.' Five boats had slung out when a torpedo was fired. The first boat capsized and the occupants were thrown into the water. The submarine steamed over from port to starboard, got into position, and fired the torpedo. Several boats had not been lowered, and a number of the crew and passengers were on deck. He could not make out the number of the submarine, which made no attempt to help them, but went away at once. The witness stopped on board till the *Falaba* sank about ten minutes after being struck. The torpedo struck the ship opposite the wireless room, and there was a violent explosion. The witness was about two hours in the water before being rescued. Most of the crew were English. The torpedo was fired five minutes after the *Falaba* stopped and from a distance of about 150 yards, and the attacking vessel could plainly see the people on the deck of the *Falaba*. The submarine carried two guns, was painted the same colour as the water, and her crew were in khaki. He was sure of that.

George Wright, skipper of the steam-drifter *Eileen Emma*, said that he saw the submarine and the *Falaba* some six miles apart. The submarine came up about half a mile in front of him, and the *Falaba* was torpedoed when he had approached to within 300 yards. As soon as she had discharged the torpedo the submarine steamed to the southwest. The *Eileen Emma* picked up forty persons from the water, including the captain, who was then nearly gone, and so were five others. None of the six lived long. He steamed for Milford Haven after the work of rescue, in which the submarine made no attempt to join.

Denis Randleson, skipper of the drifter *Wenlock*, of Lowestoft, said he picked up eight people, two of whom died.

David Rice, surgeon, of Milford, said all the eight bodies had slight injuries on them, but none sufficient to cause death, which was due to exhaustion and exposure.

The Coroner said that was all the evidence. There could be no question as to the verdict. The ship was struck by this torpedo, and the result was that, owing to exposure,

these men met with their deaths. If it had been under ordinary circumstances he did not think the jury would hesitate to say that the submarine had committed what was an unlawful act. Here was a ship leaving England, not coming to England, to prevent which the Germans said was the object of their blockade. An enemy's boat appeared, and without any pretence at examination and giving no time for those aboard to clear, discharged a torpedo in a most cold-blooded fashion. If that was not piracy and murder on the high seas he did not know what was. Still he thought under the circumstances it would be better if the jury brought in a verdict that the victims met their deaths by being struck by a torpedo fired from a German submarine. The authorities might, if successful in capturing the submarine (her number was not known), be able to mete out such measures as would be commensurate with the dastardly deed committed. They all deplored the deaths of these unfortunate people, and hoped the crime would be brought home in the end.

The jury returned a verdict that deceased died from exposure consequent on the ship being torpedoed by a German submarine, and expressed their admiration at the conduct of the crew of the steam drifter in rescuing so many lives.

The description of one of the victims, an unknown man, is aged about twenty-five, height 5 ft. 8 in., dress grey flannel suit and grey overcoat, clean shaven, long features. He had £10, 18s. in a horseshoe-shaped purse, besides a silver match-box and a small red silk handkerchief.

Dublin, March 20.

Times,
March 31,
1915.

The steamer *Dunedin*, of Leith, which unloaded her cargo in Dublin to-day, reports that on Sunday morning she observed the *Falaba* on the port bow at twenty miles to the north. The morning was fine, and there was only a moderate sea running. About 12.5 the captain of the *Falaba* sent a wireless message which was received by the *Dunedin* stating that a large submarine was approaching flying the British flag. This was followed immediately by the 'S.O.S.' signal and a further message stating that the submarine had hauled down the British and hoisted the German flag and ordered the passengers and crew to the boats. This message was not

DOCUMENTARY HISTORY—NAVAL

completed, and a few minutes after, the crew of the *Dunedin* observed a large volume of steam and water being shot several feet into the air. When this lifted it was seen that the *Falaba* had been struck amidships and almost torn in two. She at once began to sink, and had disappeared in less than ten minutes.

The captain of the *Dunedin*, acting under instructions, made at full speed for the Irish coast.

Washington, April 1.

The loss of Mr. Thrasher in the *Falaba*, as might be expected, bulks large in to-day's Press. Many despatches are published from Washington about the embarrassment and annoyance of the Administration. The New York *Tribune* in its editorial columns urges the Administration to take a strong line, and even the *Washington Post* suspends its abuse of England to warn Germany that things like the sinking of the *Frye* and Mr. Thrasher's death may cause complications.

Times,
April 2,
1915.

Nor has Herr Dernburg improved his country's standing by giving the New York *Times* an interview in which Teutonic cynicism, dishonesty, and ineptitude are neatly balanced.

The *Falaba*, Herr Dernburg explains, was probably sunk because she was using her wireless to call for help. Anyhow, civilians were warned on February 18 to keep out of the war zone, and it is ridiculous to circulate tales of piracy and murder if non-combatants insist on getting between the firing lines. Besides, all this outcry over the loss of a few hundred civilians is difficult to understand when England is trying to starve a nation. As for Mr. Thrasher's death, it must be remembered that the American Government has not prevented Americans from risking death by fighting against Germany.

But if the German case is more than usually weak, and if various newspapers are indignant, there are no signs of any popular outcry sufficient to justify a modification of the forecast which I ventured to make yesterday as to the ultimate position of the Government.

DOCUMENTARY HISTORY—NAVAL

The following news, officially circulated through German wireless stations, has been received by the Marconi Company :—

Berlin, April 2.

Times,
April 5,
1915.

The official provocative reports of the English and neutral Press to the effect that the crew of the German submarine, when sinking the *Falaba*, laughed at the passengers' death struggles, and, despite given possibilities, refused assistance, is a shameless lie. England's decision to attack German submarines by merchant ships, and to give prizes for successful attacks, forces our submarines to act without loss of time. Unfortunately, it is frequently impossible for submarine crews to spare human lives, but, until now, England recognised that submarine crews acted in the most humane and most lenient way. England's attitude changed because the sinking of the *Falaba* proves that passenger traffic is no longer safe, and because submarine warfare therefore affects her economic life seriously.

Berlin, April 6.

Times,
April 7,
1915.

A telegram from Herr von Jagow to the German Embassy in New York states :—

No report has been received from the submarine which sunk the *Falaba*. According to trustworthy reports the submarine requested the steamer *Falaba* to put the passengers and crew in the lifeboats when other ships arrived on the scene. Of late the English merchant ships have frequently been provided with guns by the British Government, and have been advised to ram and otherwise attack German submarines. This advice has been repeatedly followed in order to win the promised rewards. Military necessity, therefore, forced the submarine to act quickly, which made the granting of a longer space of time and the saving of life impossible.

The German Government regrets the sacrifice of human lives, but both British ships and neutral passengers on board of such ships were urgently warned, and in good time, not to cross the war zone. The responsibility rests with the British Government, which, contrary to international law, has inaugurated a commercial war against Germany, and,

contrary to international law, has caused merchant ships to offer resistance.

Washington, April 7.

Count Bernstorff yesterday issued an extraordinary statement in which he justified the *Falaba* outrage and the death of Mr. Thrasher on the ground that British merchant ships are armed and that a submarine had in self-preservation to act quickly. Hence, if Americans persist in ignoring the German warning to keep out of the war zone the responsibility for their death rests 'with the British Government, which, contrary to international law, had inaugurated a commercial war against Germany, and contrary to international law had caused merchant ships to offer armed resistance.' If, as various newspapers point out, this is really the view of Berlin, it means that Washington is confronted with a German denial of the right of Americans to traverse the high seas, and a refusal to heed the warning of the American War Zone Note that the United States would hold Germany to 'strict accountability' for the loss of American lives.

Times,
April 8,
1915.

An authorised statement has been issued with reference to the sinking of the Elder-Dempster Liner *Falaba*, which was torpedoed to the south of St. George's Channel on March 28. The liner sank in ten minutes, and the total number of lives lost, according to the list supplied by the Elder-Dempster line, was 111. The statement is as follows:—

Times,
April 9,
1915.

The *Falaba* was not armed. It is untrue that sufficient time was given for the passengers and crew to escape. The submarine closed the *Falaba*, ascertained her name, signalled her to stop, and gave them five minutes to take to their boats. It would have been nothing less than a miracle if all the passengers and crew of a good-sized liner had been able to take to the boats within the time allowed.

While the boats were still on the davits the submarine fired a torpedo at the *Falaba* at short range. This action made it absolutely certain that there must be great loss of

life, and must have been committed knowingly with the intention of producing that result.

The conduct of all on board the *Falaba* appears to have been excellent, and there was no avoidable delay in getting out the boats.

It is possibly true, but quite irrelevant, that a trained man-of-war's crew of equal numbers might have managed to escape in similar circumstances with less loss of life.

To accuse the *Falaba's* crew of negligence under the circumstances could not easily be paralleled.

Times,
April 14,
1915.

The following German war news is officially circulated through German wireless stations and received by the Marconi Company :—

Berlin, April 14.

Main Headquarters report as follows :—

Re the news of the sinking of the British ship *Falaba*, it is reported from a reliable source that the *Falaba* refused to heave to, and that it drew away and even sent up rockets for assistance, thus exposing the submarine to danger from attack by ships coming to the rescue, and it also fired on the submarine. In spite of this the submarine did not shoot at once. From a distance of 530 yards the submarine ordered the crew to leave the ship within ten minutes. The crew took to the boats, but gave no help to the passengers who were in the water, whom they might easily have helped.

From the time the command was given to the time the torpedo was fired, not ten minutes, but twenty-three minutes elapsed. When the shot was fired, only the captain could be seen on the ship, and the submarine could not take any passengers on board. It is a slander to say that the crew of the submarine laughed at the drowning victims. It is not necessary to answer this accusation, as at the inquiry made by the British Government this was not repeated. The loss of human lives must be blamed on England, who armed ships in the mercantile marine.

The German papers generally fully approve of the retaliatory measures against English officers.

DOCUMENTARY HISTORY—NAVAL

House of Commons, April 28, 1915.

SIR J. D. REES asked the First Lord of the Admiralty *Hansard.* whether official record will be made and published of the circumstances attending the sinking of the *Falaba*?

THE PRESIDENT OF THE BOARD OF TRADE (MR. RUNCIMAN): My right hon. friend has asked me to reply to this question. A formal investigation under the Merchant Shipping Act, 1894, into the circumstances attending the sinking of the *Falaba* will be held as soon as possible. I am glad to be able to announce that Lord Mersey has consented to undertake the inquiry.

SIR J. D. REES: Will it be public?

MR. RUNCIMAN: Subject to considerations affecting the public interest, I think the report will probably be made public.

REPORT ON THE LOSS OF THE S.S. *FALABA*

(The Merchant Shipping Acts, 1894 to 1906)

IN THE MATTER OF the Formal Investigation held at the Caxton Hall, Westminster, on the 20th, 21st, 27th, and 28th May, 1915, before the Right Honourable Lord Mersey, Wreck Commissioner, assisted by Admiral Sir F. S. Inglefield, K.C.B.; Lieutenant-Commander Hearn; Captain D. Davies; and Captain J. Spedding, acting as Assessors, into the circumstances attending the loss of the steamship *Falaba*, of Liverpool, and the loss of 104 lives in or near latitude 51° 30' N., longitude 6° 36' W. on the 28th March 1915.

*White
Paper,
July 8,
1915.*

REPORT OF THE COURT

The Court, having carefully inquired into the circumstances of the above-mentioned shipping casualty, finds, for the reasons appearing in the annex hereto, that the loss of the said ship and lives was due to damage caused to the said ship by a torpedo fired by a submarine of German nationality, whereby the ship sank. In the opinion of the Court the act

DOCUMENTARY HISTORY—NAVAL

was done not merely with the intention of destroying the ship but also with the intention of sacrificing life.

Dated this 8th day of July 1915.

MERSEY, *Wreck Commissioner.*

We concur in the above Report,

F. S. INGLEFIELD	} <i>Assessors.</i>
H. J. HEARN	
DAVID DAVIES	
JOHN SPEDDING	

ANNEX TO THE REPORT

Introduction

On the 3rd May 1915, the Lord Chancellor appointed a Wreck Commissioner under the Merchant Shipping Acts, and, on the 18th May, the Home Secretary appointed four assessors. On the 4th of May the Board of Trade required that a Formal Investigation of the circumstances attending the loss of the *Falaba* should be held, and the Court accordingly commenced to sit on the 20th May 1915. There were four public sittings, at which forty-six witnesses were examined and a number of documents were produced. The twenty-five questions formulated by the Board of Trade, which are set out in detail hereinafter, appear to cover all the circumstances to be inquired into.

BUILDING, OWNERSHIP, AND MANAGEMENT OF THE 'FALABA'

The *Falaba* was a screw steamer, built in the year 1906 by Messrs. Stephens and Sons, of Glasgow, for the Elder Line, Limited. She was intended for the West African trade.

Her managers were Elder, Dempster and Company, Limited, of which Company Mr. John Craig was (and is) the Liverpool managing director. His name stands on the ship's register as the managing owner.

Captain William Peter Thompson is, and for seventeen years has been, Marine Superintendent to Elder, Dempster and Company. He had general authority to issue instructions regarding the equipment of the vessel.

Dimensions and Equipment

The *Falaba* was of 4806 tons gross and 3011 tons net register. Her length was 380 feet and her nominal horsepower 654.

She was a liner fitted for passengers and cargo.

She carried four lifeboats, numbered 1, 2, 3, and 4, which had been built for the vessel by Messrs. Stephens and Sons in 1906. She also carried three other lifeboats more strongly built, and intended to serve as surfboats on the African coast. These were numbered 5, 6, and 8. Number 5 had been built in 1911, and numbers 6 and 8 as recently as 1913. The seven lifeboats had accommodation for 282 persons. In addition to these lifeboats there was the captain's gig (No. 7), which was designed to carry 25 persons. Thus the boat accommodation on board was sufficient for 307 persons. On the voyage in question the *Falaba* carried 242 persons in all.

In addition to the boats the vessel was furnished with 12 life-buoys and 301 life-jackets, 19 of which were for children.

Surveys, etc.

On the 21st December 1914, Mr. Thomas Miller, Board of Trade Surveyor of Liverpool, surveyed the *Falaba* for the purpose of enabling her to obtain a renewal of her passenger certificate. He gave evidence at the inquiry, and satisfied me that at the time of his inspection the lifeboats, the life-buoys, and the belts were in sound condition and fit for the intended service. Having completed his survey he made the declaration required by the Board of Trade, and on the faith of it the Board issued a twelve months' certificate dated the 22nd December 1914, by which the *Falaba* was authorised to carry 118 first-class and 72 second-class passengers and a crew of 92, making a total of 282 persons.

In addition to this official survey the lifebelts were inspected at Liverpool upon the sailing of the vessel, and at the same time the boats were also examined by the ship's carpenter and found to be in good condition.

I am satisfied that when the *Falaba* started on the voyage in question in this inquiry the boats and the life-saving

appliances were all in good order and condition, and complied with the requirements of the law.

The Position of the Boats on leaving Liverpool

When the *Falaba* left the Mersey on the 27th March 1915, the lifeboats were disposed as follows: Nos. 1, 3, and 5 (the last-mentioned being a surf lifeboat) were on the starboard side of the boat deck; Nos. 2, 4, and 6 (the last-mentioned being a surfboat) were on the port side. No. 8 (a surf lifeboat) was on the starboard side, and the captain's gig (No. 7) on the port side of the poop or after boat deck.

Nos. 1, 2, 3, and 4 (the large lifeboats), and No. 7, the captain's gig, were swung out before the pilot left the *Falaba* on the evening of the 27th March when she sailed. The surf lifeboats 5, 6, and 8 were not swung out.

The launching apparatus consisted of Welin Patent Davits.

Boat Lists and Boat Drill

It is the practice on the steamers of the Elder-Dempster Line to prepare boat lists for each voyage assigning to each member of the crew a particular boat to which he must go in case of need. This list cannot be prepared until the vessel has left the port of departure, for not until then is it known which of the crew will join the ship. Not infrequently some of them fail to appear. On this occasion the vessel, having left the dock and entered the river, began her voyage at 6 P.M. on Saturday, the 27th March, and apparently the purser commenced the preparation of the boat list next morning at 10.30 A.M. It had not been completed at the time the *Falaba* was torpedoed as hereinafter described. But about one-half of the crew consisted of men who had served on the previous voyage. These men would know their boat stations, for they would retain the old stations allocated to them.

Boat drill on the Elder-Dempster Line is held once a week, usually on the first Saturday or Sunday after the commencement of the voyage. The masters of the steamers are ordered by letter to see that the drill is repeated weekly, and to record it in the log. Competitions are also held between sailors, firemen, and stewards in swinging out,

DOCUMENTARY HISTORY—NAVAL

lowering, manning, and rowing the boats, and a money prize is awarded to the men of the successful boat. Particulars of these competitions are also entered in the log. No boat drill had been held on this voyage up to time when the *Falaba* was torpedoed.

The Captain and Officers

The *Falaba* was under the command of Captain Davies. He had been for more than twenty years in the employment of Elder, Dempster and Co. He lost his life when the ship went down.

Of the four officers three were making a voyage in the *Falaba* for the first time. The fourth had made a previous voyage in her.

Both the captain and the officers were competent and efficient men.

The Crew

The crew numbered 95. Of these 43 were old hands on the vessel, and the remaining 52 were new. The white members of the crew comprised four quartermasters, three A.B.'s, a boatswain, a carpenter, an ordinary seaman, and two deck boys. There were about 18 black sailors. The remainder of the crew consisted of engineers, firemen, and stewards. About one-half of the crew lost their lives when the *Falaba* went down. The crew was, in my opinion, efficient.

The Passengers

There were 147 passengers on board, namely, 85 males and 7 females in the first-class, and 55 males in the second-class. Of these passengers, 144 were of British nationality, one was Danish, one Greek, and one American. There were no children on board.

The Cargo

The cargo was loaded in the Liverpool Docks. It was a general cargo of the ordinary kind. It included 13 tons of cartridges and gunpowder for Government use on the West Coast. This was not more than is usually carried in peace time.

The Falaba unarmed

The *Falaba* was not armed. She carried no means either of defence or of offence.

The Torpedoing of the 'Falaba'

In the following narrative ship's time is given throughout.

The *Falaba* started from the Mersey on her voyage to Sierra Leone and other West African ports at 6 P.M. on Saturday the 27th of March last.

On the morning of Sunday the 28th March, Mr. Baxter, the chief officer, and Mr. Pengilly, the third officer, were on watch on the bridge. The captain was in the chart room.

At 11.40 A.M., Mr. Pengilly sighted a submarine three miles off and about two points abaft the starboard beam. She was flying what Mr. Pengilly took to be a British ensign. The only other craft in sight was a steam drifter, the *Eileen Emma*, which was at some distance.

At this time the course of the *Falaba* was S. 36° W. by compass, her speed was 12 to 13 knots, and her position 51° 32' N. lat. and 6° 36' W. long. She was about 60 miles west of St. Ann's Head. There was a choppy sea, which was becoming worse.

Mr. Pengilly at once reported the submarine to Mr. Baxter, and he summoned the captain to the bridge.

The captain immediately altered the course of the *Falaba* so as to get the submarine directly astern, and at the same time he rang up the engine-room to increase the speed. The best was done in the engine-room to respond to this call, but it was found impossible to effect any material improvement in the short time available.

The captain then sent Baxter to instruct the Marconi operator to signal all stations as follows: 'Submarine overhauling us. Flying British flag. 51° 32', 6° 36'.' This message was sent out at 11.50 A.M. Baxter then obtained a telescope, and observed that the submarine was flying a German ensign. It is, in my opinion, uncertain whether the ensign had been changed or whether the ensign already observed was not, in fact, a German flag. The point, however, is not material, because from the first the captain believed the submarine to be an enemy craft.

The submarine was at this time making about 18 knots,

and was rapidly overhauling the *Falaba*. Shortly before noon she fired a detonating signal to call attention, and by flags signalled the *Falaba* to 'stop and abandon ship.' The *Falaba* did not stop, but still manœuvred to keep the submarine astern. The submarine then signalled 'Stop, or I fire.' The captain and the chief officer then conferred, and decided that it was impossible to escape. They accordingly rang to the engine-room to stop the engines. The signal 'Stop, or I fire' was given a minute or two before noon. The submarine then signalled 'Abandon ship immediately,' and hailed through a megaphone to the *Falaba* to take to the boats as they were going 'to sink the ship in five minutes.' The captain answered that he was taking to the boats. The Marconi operator heard the hail, and sent a second message 'Position 51° 32' N., 6° 36' W. torpedo going boats.' The warning that the submarine was going to sink the ship in five minutes was given as nearly as possible at noon.

The *Falaba* stopped at 12.4 or 12.5 and at 12.10 the submarine fired a torpedo into her. At this moment the submarine was within about 100 yards of the *Falaba*. The torpedo struck the *Falaba* on the starboard side by No. 3 hatch aft of No. 1 lifeboat and just alongside the Marconi house.

The blow was fatal. The *Falaba* at once took a list to starboard, and in eight minutes (namely 12.18) she sank. This was within twenty minutes of the notice from the submarine of her intention to sink the ship.

An affidavit by Mr. Baxter, the chief officer, which has been put in has satisfied me that no rocket or other signals were fired or shown from the *Falaba* on the 28th March.

I do not desire, nor am I in this case required, to find whether the submarine was within her rights as an enemy craft in sinking the *Falaba*. But I do assume that in any event she was bound to afford the men and women on board a reasonable opportunity of getting to the boats and of saving their lives. This, those in charge of the submarine did not do. And so grossly insufficient was the opportunity in fact afforded, that I am driven to the conclusion that the captain of the submarine desired and designed not merely to sink the ship, but, in doing so, also to sacrifice the lives of the passengers and crew.

There was evidence before me of laughing and jeering on board the submarine while the men and women from the *Falaba* were struggling for their lives in the water; but I prefer to keep silence on this matter in the hope that the witness was mistaken.

Orders to Passengers and Crew

Between the first signal of the submarine to stop and the actual stopping of the *Falaba* the chief officer directed the first and second stewards to assemble the passengers on deck and to tell them to put on their lifebelts. The captain also sent the fourth officer below to see that these orders were carried out.

After the engines were stopped the chief engineer and the third engineer ordered all men in the engine-room and stoke-hole on deck, and the order was obeyed.

Orders to Man the Boats

By the time the *Falaba* was stopped a large number of the passengers were already on the boat deck. The captain was on the bridge. He sent the third officer and the quartermaster to see to the lowering and the filling of the boats, and the order to man the boats was passed round the ship.

*The Condition of the Lifeboats when the Order to lower
was given*

During the course of the inquiry serious complaints were made by some of the witnesses both as to the condition of the boats and as to the launching of them. These complaints were put forward quite honestly, although in some instances they came from passengers who are now preferring claims against the owners for compensation. I will take the charge against the boats first: it is the more important. It was said of them that they were 'rotten.' Now the four large life-boats, Nos. 1, 2, 3, and 4, were all built in 1906 by the builders of the ship herself, and they had all seen exactly the same service. Two of them, Nos. 3 and 4, were filled and were got away from the *Falaba* safely. They were in the water some hours, and were instrumental in saving about eighty persons. One of them, No. 1, was seriously damaged while being launched, and after reaching the water opened

out and went adrift. The other, No. 2, was also seriously damaged while being launched, but she remained afloat, and, in fact, picked up a number of persons from the water and put them on board a trawler. Mr. Ralston, the naval architect of the builders, was called before me. He satisfied me that the materials used in building the four boats in 1906 were good, and the workmanship proper. He also told me that such boats are estimated to last fourteen or fifteen years.

It appears that the two boats which got away safely (Nos. 3 and 4) were washed up on the rocks of the coast of Cornwall in April 1915, and were there seen and examined by Mr. Cotterell, the Assistant Marine Superintendent of Elder, Dempster and Co., on the 20th of that month. He found at the same time and in the same locality the captain's gig (No. 7) and one of the surf lifeboats (No. 8). The gig had been washed up on the beach, but the surfboat (No. 8) had been picked up at sea by a trawler and brought in to Padstow to be repaired. Mr. Cotterell found the four boats, 3, 4, 7, 8, quite sound as to their timbers, but, of course, damaged. These four boats were again seen and examined in the month of May: on this occasion by Mr. Camps, a member of the Institute of Naval Architects, who had been sent for the purpose to Cornwall by the owners. When Mr. Camps arrived he found that another of the surfboats, namely, No. 6, had been washed up on the rocks, so that he was able to examine five of the boats—Nos. 3, 4, 6, 7, and 8. He gave me a description of the damage sustained by each of these boats. It was all damage attributable to rough usage of one kind or another. The timbers were in all cases quite sound. As to Nos. 3, 4, and 6, the structural damage was probably due to contact with the rocks. No. 7 (the gig) was not badly damaged, and was quite repairable. No. 8 had a hole smashed into her side two feet square. This hole Mr. Camps ascribes to the boat having been rammed against the side of the *Falaba* by the force of the explosion of the torpedo, and I am of opinion that he is right.

I recall that all the lifeboats (seven) were surveyed at Liverpool by the Board of Trade surveyor as recently as December 1914, and also that they were examined at the commencement of the voyage in question by Captain Thompson, the Marine Superintendent of the owners, and

found on both occasions to be in good condition and fit for the intended service.

It also appears that a sister ship to the *Falaba*—namely, the *Elmira*, was built by Messrs. Stephens and Sons, of Glasgow, at the same time as the *Falaba*, and was provided with lifeboats similar to those furnished to the *Falaba*. Those boats have been examined by Mr. Camps within the last few days, and have been found quite sound. This evidence of skilled and apparently careful men satisfies me that the witnesses who describe the boats as having been 'rotten' are mistaken, and that, in truth, the boats were sound and in good order up to the time of the attack by the submarine.

What, however, the witnesses probably mean when they say the boats were rotten is that when afloat some of them were found to be unseaworthy. And this, no doubt, is true. But this condition of things was, in my opinion, wholly due to the damage sustained by the boats after the operation of launching began, and not to any previous defect. Upon the subject of the launching, it is, therefore, necessary to say a few words. It is to be remembered that the submarine had given the *Falaba* only about five minutes in which to man, to fill, and to launch these boats: in which, in short, to save the lives of 242 persons. This was an operation quite incapable of efficient performance in anything like that short space of time. There was unavoidable hurry and disorder; the falls of one of the boats slipped; the falls of another jammed; some boats were dashed against the side of the ship and damaged; one (No. 8) was seriously injured by the explosion of the torpedo while still hanging from the davits. It is in these circumstances that some of the witnesses apparently desire me to find that the damage done to the boats was due to the neglect of the officers and crew in connection with the launching. I cannot do this. I have no doubt that had there been more time for the work it might have been better carried out, but, in my opinion, all on board, captain, officers, crew, and passengers, did their very best. People were fighting for their lives and for the lives of others about them, and in the struggle the captain, half the crew, and a large number of the passengers were drowned. It is impossible for me to fix any man on board the ship with a failure of duty or with incompetence. The responsibility for

DOCUMENTARY HISTORY—NAVAL

the consequences of this catastrophe must rest exclusively with the officers and crew of the German submarine.

The Deaths

Out of the 242 persons on board, 138 were saved and 104 were lost. Those lost were made up of 57 of the passengers and of 47 of the crew.

The Drifter 'Eileen Emma' and the Trawlers

Most of the people saved were picked up from the water or taken from the boats by the master and crew of the *Eileen Emma*, a drifter.

Others were taken on board the trawlers *Orient II.*, *Wenlock*, *George Baker*, and *Emulate*, which arrived on the scene after the *Falaba* had sunk.

The men on board all those five fishing boats behaved with great courage and kindness, and deserve the highest commendation.

FINDING OF THE COURT

It is now convenient to answer the twenty-five questions submitted by the Board of Trade.

1. When the S.S. *Falaba* left Liverpool on the 27th March last: (a) What was the total number of persons employed in any capacity on board her, and what were their respective ratings? (b) What was the total number of her passengers, distinguishing sexes and classes and discriminating between adults and children?

Answer:

(a) The total number of persons employed in any capacity on board the *Falaba* was 95.

Their ratings were:—

Master and 5 deck officers	. 6
6 engineers	. . . . . 6
12 deck hands	. . . . . 12
2 pursers	. . . . . 2
14 firemen and 7 trimmers	. 21
34 stewards and 1 stewardess	. 35
1 Marconi operator and 2 clerks	3
Cooks, etc.	. . . . . 10
	—

Total 95

DOCUMENTARY HISTORY—NAVAL

(b) The total number of passengers was 147. Of these :—

	Male.	Female.	Total.
1st Class . . .	85	7	92
2nd Class . . .	55	—	55
			147

Of the above, none were children.

2. Before leaving Liverpool on the 27th March last, did the *Falaba* comply with the requirements of the Merchant Shipping Acts, 1894 to 1906, and the Rules and Regulations made thereunder with regard to the safety and otherwise of passenger steamers?—*Answer* : Yes.

3. Was the S.S. *Falaba* sufficiently officered and manned?—*Answer* : Yes.

4. (a) What was the number of boats of any kind on board the S.S. *Falaba*? (b) Were the arrangements for manning and launching the boats on board the *Falaba* in case of emergency proper and sufficient? (c) What was the carrying capacity of the respective boats? (d) Had a boat drill been held on board before the vessel left Liverpool, and, if so, when?

Answer :

(a) 4 lifeboats.
3 surf lifeboats.
1 captain's gig.

(b) Yes.

(c) The carrying capacity of the 4 lifeboats and the 3 surf lifeboats was for 282 persons. Captain's gig was for 25 persons, or a total of 307 persons.

(d) No, but see p. 248 above.

5. What number of life-jackets for adults and children and life-buoys did the vessel carry? Where were they kept, and were they fit and ready for use when the vessel left Liverpool?

Answer :

The number of life-jackets was 301, of which 19 were for children. The number of life-buoys was 12.

Yes.

6. Were any, and if so how many, and which, of the boats

DOCUMENTARY HISTORY—NAVAL

carried swung out-board on leaving Liverpool?—*Answer* : The 4 large lifeboats (Nos. 1, 2, 3, and 4) and the captain's gig (No. 7) were swung out before the pilot left the *Falaba* on the evening of 27th March.

7. At what time on March 28th last was the German submarine first sighted by those on board the *Falaba*, and what were the approximate positions of the two vessels at that time? Were any other vessels in sight at this time, and if so what were they, and what were their relative positions as regards the S.S. *Falaba* and the German submarine?

Answer :

The submarine was first sighted at 11.40 A.M.

The position of the *Falaba* was approximately 51° 32' N. latitude and 6° 36' W. longitude.

The position of the submarine was three miles off the *Falaba* and about two points abaft the starboard beam.

The only other vessel in sight was a steam drifter, the *Eileen Emma*, which was at some distance from the *Falaba* and astern of the submarine.

8. What flag or flags were being displayed by the *Falaba* at the time the German submarine was first sighted and thereafter?—*Answer* : None.

9. What flag or flags (if any) were displayed or shown by the German submarine (a) At the time she was first sighted, (b) At any time thereafter? Did the German submarine carry any distinguishing number or marks by which her identity could be established?

Answer :

(a) A white ensign, but see p. 250 above.

(b) The German white ensign.

No distinguishing number or marks were observed.

10. What signals were made by the German submarine? At what times were they made? Was any answer made by the S.S. *Falaba* to such signals?—*Answer* : See p. 251 above.

11. At what time were the engines of the *Falaba* stopped?—*Answer* : One minute or two before noon.

12. How near to the *Falaba* did the submarine approach? Were any verbal directions or messages given by any one on board her to the *Falaba*? If so, what were they? What

answer (if any) was made to them by any one on board the *Falaba*.

Answer :

One hundred yards.

Yes. The submarine hailed through a megaphone to the *Falaba* to take to the boats as they were going to sink the ship in five minutes.

The captain of the *Falaba* answered that he was taking to the boats.

13. What orders, if any, were given by the master of the *Falaba* after sighting the German submarine as to sending out wireless messages from his vessel? What wireless messages were, in fact, sent out from the *Falaba*, and at what times were they sent out?

Answer :

See pp. 250, 251 above.

The message 'Submarine overhauling us. Flying British flag. $51^{\circ} 32', 6^{\circ} 36'$,' was sent at 11.50 A.M.

The second message, 'Position $51^{\circ} 32' N., 6^{\circ} 36' W.,$ torpedo going boats' was sent about noon.

14. Was the *Falaba* sunk by a torpedo fired by a German submarine?—*Answer :* Yes.

15. At what time and from what distance away was the torpedo fired by the German submarine? At the time the torpedo was fired had all the crew and passengers of the *Falaba* left the ship in the boats? Were those on board the German submarine in a position to see clearly the position of affairs on board the *Falaba* at the time the torpedo was fired? What other ships (if any) were in the vicinity of the *Falaba* at the time the torpedo was fired?

Answer :

About 100 yards.

No.

Yes.

The steam-drifter *Eileen Emma*, see p. 250 above.

16. Where did the torpedo strike the *Falaba*? When it exploded what was the result (a) to the ship, (b) to any of her boats which were being, or about to be lowered, (c) to any passengers and crew then in the boats or in the water near the ship or on the ship?

DOCUMENTARY HISTORY—NAVAL

Answer :

The torpedo struck the *Falaba* on the starboard side by No. 3 hatch aft of No. 1 lifeboat and alongside the Marconi house.

(a) The *Falaba* at once took a list to starboard and sank in eight minutes.

(b) See pp. 253, 254 above.

(c) No evidence, but a surmise by witness Bathgate that the concussion killed some of the people in the boats or in the water.

17. For how long after firing the torpedo did the German submarine remain in the vicinity of the *Falaba*? Did those on board her make any effort to render assistance in saving life? If not, could they have done so?

Answer :

Till the *Falaba* sank.

No.

Probably not, without endangering the submarine.

18. For how long after being struck by the torpedo did the *Falaba* remain afloat?—*Answer :* Eight minutes.

19. When were orders given by the Master of the *Falaba* to get out the boats and leave the ship? Were such orders promptly carried out and was proper discipline maintained? Were the boats swung out filled, lowered, or otherwise put into the water and got away under proper superintendence?

Answer :

About noon and after the order to stop the engines.

Yes.

Yes.

20. How many and which boats were successfully lowered and sent away? What number of (a) Crew, (b) Passengers were in each of these boats? To how many and which boats did accidents happen whilst they were being got out or being lowered or when in the water? What were the nature and causes of such accident? What number of passengers and crew were in each boat at the time? What loss of life (if any) occurred by reason of the accidents to these boats?

Answer :

Lifeboats Nos. 3 and 4; see p. 252 above.

See pp. 253, 254 above.

DOCUMENTARY HISTORY—NAVAL

21. Were all the boats efficient and serviceable for the purpose of saving life?—*Answer* : Yes.

22. Before firing the torpedo, what time was given by the Commander of the German submarine to the Master of the *Falaba* to get all on board into the boats and leave the ship safely? Was such time reasonable?—*Answer* : See p. 251 above.

23. How many persons on board the *Falaba* on the occasion in question were saved, and by what means? What was the number of passengers, distinguishing between men and women and adults and children of the first and second class respectively, who were saved? What was the number of the crew, discriminating their ratings and sexes, who were saved?

Answer :

138 persons were saved ; of whom 90 were passengers, of whom 6 were females.

No evidence of class of survivors.

Of the crew, there were 48 survivors, of whom all were males.

24. What was the cause of the loss of the S.S. *Falaba* and the loss of life?—*Answer* : Damage to the *Falaba* caused by a torpedo fired by a German submarine, whereby the ship sank.

25. Is blame attributable to Mr. John Craig, Registered Manager, Mr. William Peter Thompson, Marine Superintendent, and Mr. Walter Campbell Baxter, Chief Officer, or to any, and, if so, which of them?—*Answer* : No.

WAR WORK IN THE BALTIC THEATRE

Communiqué of the Russian Naval General Staff

With the approach of spring public interest in the operations in the naval theatres of Northern Europe and in the situation which has come into existence during eight months of war, has naturally increased. Leaving aside the situation in the Western theatre, where the influence of Russian naval power is not exerted directly, we deem it timely now to

DOCUMENTARY HISTORY—NAVAL

trace in general outlines the situation as it appears in the Eastern naval theatre. Unfortunately the moment has not yet arrived for entire frankness. Much as before must remain secret, because among that which has passed is an entire series of events connecting us with that which is occurring and will occur in the future. Experience of the war has clearly confirmed the necessity for the observation of secrecy in war operations under modern conditions ; especially in war operations at sea, and especially for the weaker opponent, such as the Russian fleet undoubtedly is in comparison with that of Germany. Nevertheless, while keeping secret everything necessary, we may now depict the existing situation in its general form. Seeing that the problems, forces, and resources of the antagonists, as they were at the moment of the outbreak of war, are known, so, in order to present the situation, it will be most convenient cautiously to give a review of what has taken place in the Baltic Sea since the beginning of the war.

During the first month of the war the German fleet confined itself to observation of our fleet. The Germans did not know what the English would undertake, and therefore, fearing an attack on their rear, did not risk moving their main forces to the East. This circumstance gave us time to put the occupied region into a defensive position and move forward the line of defence. The entire region of the fleet's operations was mined and declared closed to navigation. After we had occupied a firm position, several units of our fleet began to develop operations near the coast of the enemy. Scouting vessels, which put to sea on several occasions, discovered the enemy's whereabouts, when his light cruisers, of a weaker type than ours, invariably avoided an engagement and retired, taking advantage of their superior speed. Thus on July 29th (August 11th) one of the Russian scouts encountered two of the enemy's cruisers and two torpedo-boats in the latitude of Gothland Island. The affair took place at night, and the German vessels, increasing their speed, escaped in the darkness. On August 20th (September 2nd) the *Oleg* and *Bogatyr*, west of Libau, tried to pursue two light cruisers, but the latter, without allowing them to come within range, escaped to the south. In August the enemy once attempted to penetrate beyond the line of our defence, which he suc-

ceeded in doing, thanks to the fog. However, the same fog served as the cause of the loss of one of the German ships ; the cruiser *Magdeburg*, as we know, at this time ran on a rock and was destroyed by us. At the same period several resultless skirmishes occurred between our vessels and the enemy. The cruiser *Augsburg* shelled a trawling party which was working south-west of Gange (?) with the object of finding and demolishing the German obstructions, where before this two Dutch merchant steamers had been blown up. The *Augsburg* did not succeed in her intention, and ceased firing on the trawlers as soon as she noticed the smoke of the approaching torpedo-boat *Voiskovoy*. While retiring westward she fell in with the cruiser *Admiral Makarov*, but, thanks to her great speed, the *Augsburg* escaped destruction, though during the exchange of fire, which developed at very long range, she apparently sustained damage to her rudder. On August 24th (September 6th) the cruiser *Pallada*, which was on patrol duty, came under the fire of the armoured cruiser *Blücher* ; the latter, though possessing a considerably stronger armament (twelve 8.2-in. guns against two 8-in. guns of the *Pallada*) avoided an engagement, availing herself of her speed of 25 knots against our cruiser's 21 knots, and did not approach within range of the *Pallada's* fire.

On August 24th (September 6th) for the first time considerable forces of the enemy appeared in the northern part of the Baltic Sea. They comprised from five to seven battleships of an old type ; three armoured cruisers, several other cruisers, and two torpedo flotillas. The strength of the enemy exceeded ours, which consisted of four battleships of the line and five armoured cruisers. Vessels were despatched to the support of the attacked *Pallada*, but, after cruising about two days, they did not discover the enemy. At this time the cruiser *Augsburg* was attacked by our submarine *Akula*, but against her the Germans sent their torpedo-boats, and the *Akula* was forced to retreat, having accomplished, it should be said, a voyage under water under extraordinarily arduous conditions. The German squadron on this occasion confined itself only to the destruction of the lighthouse Bogsher, while light cruisers entering the Gulf of Bothnia destroyed the steamer *Uleaborg*.

Having received information about the emergence of our

forces, the German squadron at night fell in with its own torpedo-boats, and, taking them for Russians, opened fire, damaging as many as eight of its own ships. Having learnt that the enemy had gone to sea south of Vindau, our squadron returned, inasmuch as a battle with the enemy near his own shores obviously did not enter into our plans; under such conditions it would have been easy to lose even a slightly injured vessel, whose return to her base the Germans would have been able to cut off, while it was highly undesirable to lose ships, taking into consideration the weakness of our forces.

At the beginning of September the second phase of the war was entered upon. The German fleet undertook demonstrative movements off our south coast, these movements bearing the character of preparation for a landing. The enemy carried out soundings, reconnoitred the coast, shelled the lighthouses Steinort and Bakhofen. At Bakhofen was situated our observation post, which, on the approach of the German torpedo-boats, opened fire; one officer and two men were killed on the torpedo-boat. Meeting with resistance the enemy rapidly withdrew, without having inflicted on us any material damage, and having only slightly wounded one man. On October 11th (October 24th) the Germans approached Vindau with a squadron accompanied by transports. Our torpedo-boats were despatched to the spot of the proposed landing, but the main forces of the Germans had already withdrawn, and our torpedo-boats came into collision with the German torpedo-boats, which avoided an engagement and escaped in the darkness.

Having in this manner discovered the activity of our fleet in the southern part of the Baltic, the enemy from the end of September changed his plan of action, and began to direct his chief efforts to the task of hampering our activity with his submarines.

The first attack took place on September 27th (October 10th), when a submarine, hiding behind a *laiba* (Finnish bark), assaulted the cruiser *Admiral Makarov*. On the following day the *Pallada* was attacked and sunk. The activity of the German submarines proved far from being so successful as many thought at first. For one successful attack there occurred an enormous number of failures. We will take as

an example the attacks for two months from the time of the first attack on the *Makarov*. On September 27th (October 10th) the *Makarov* was attacked. On September 28th (October 11th) the *Pallada*. On September 30th (October 13th) our submarines were attacked. On September 3rd (September 16th), September 15th (September 28th), and September 21st (October 4th) attacks were made on our torpedo-boats. On September 21st (October 4th) submarines attacked the *Bogatyr*. On the 22nd September (October 5th) and September 24th (October 7th) two torpedo-boats were attacked; then a group of torpedo-boats; then one torpedo-boat. On October 24th (November 6th) two submarines, ours and a German, unsuccessfully attacked one another. On November 4th (November 17th) a submarine tried to attack the *Steregushchi*, which in her turn was preparing to ram it. On November 9th (November 22nd) the *Inzhener Mekhanik Dmitriev* was attacked, and also rammed a submarine. On November 24th (December 7th) a torpedo-boat was twice attacked. On November 28th (December 11th) there were two attacks on the cruiser *Bogatyr*. On November 28th (December 11th) the *Bobr* was attacked. Thus for two months there were nineteen attacks by submarines, of which in nine cases the torpedoes did not reach the target; in nine cases the submarines could not even discharge their torpedoes; and only in one case did the attack prove successful, whereas the submarines suffered very materially. One of them was destroyed by the artillery of the *Bayan*; another of the newest type was rammed by the torpedo-boat *Letuchi*, one on September 28th (October 11th) was blown up on our mines, and two more also probably perished on mines. The failure of the German submarine operations is all the more notable, in that the Russian fleet, precisely at this time, having completed the preparation of the region for its operations in the north of the Baltic Sea, was intensively developing its movements off the enemy's coasts. Thus it appears that conflict with submarines proved quite possible, given the observation of certain measures perfected by practice. Submarines embarrass an enemy fleet, but they cannot positively hinder it.

The operations undertaken by the Russian fleet off the enemy's coast must not yet be revealed. However, it may

be openly said that their result was not slow to reflect on the activity of the foe, who sustained very material losses in ships and saw his movements along his own coasts severely hampered, because he lost here several transports with military freight.

In conclusion, we may point out that for the time that has expired, the Russian fleet to a considerable degree has strengthened and prepared for encounter with the enemy the region on which it rests; it has acquired the most valuable material experience for conflict with new technical means, and has not only not been weakened but, on the contrary, has been extraordinarily strengthened in its composition.

RUSSIAN BOMBARDMENT OF THE BOSPHORUS

(Official.)

Petrograd, March 29.

The Black Sea Fleet yesterday bombarded the outside forts and batteries of the Bosphorus on both sides of the Straits. According to observations made from the ships and hydroplanes, the shells fell with exactitude. *Times,*
March 30,
1915.

The Russian aviators flying above the Bosphorus batteries carried out reconnaissances and dropped bombs with success. A heavy artillery fire was poured on to the aviators, but without success. The enemy's torpedo-boats which tried to come out were driven back into the Straits by the fire of our guns.

A large hostile four-masted ship, which was trying to get into the Bosphorus from seaward, was bombarded by us. She finally heeled over and blew up.

Petrograd, March 31.

An official *communiqué* issued to-night says:—

Fog in the region of the Bosphorus on March 29, 30, and 31 prevented our warships from continuing the bombardment.

Our fleet bombarded Zunguldak, Kozlu, Kilimli, and Eregli (70 or 80 miles east of the Bosphorus), and destroyed once more the buildings which the Turks had repaired after the previous bombardments.

We also sank a steamer and many sailing ships laden with

DOCUMENTARY HISTORY—NAVAL

coal. In spite of a very sharp fusillade our aviators dropped bombs from seaplanes.—*Reuter*.

(Official)

Petrograd, March 30.

Times,
April 1,
1915.

On the morning of March 29 our fleet approached the outer fortifications of the Bosphorus, but could not continue the bombardment owing to the fog which shrouded the coasts. One of our smaller ships exchanged shots with a destroyer from the Turkish squadron, which made off at full speed for the Bosphorus after the first shots.

The statement published in the *Vossische Zeitung* that a Russian General was on board the Russian cruiser *Askold* with the mission to keep a watch over the operation of the British and French fleets in the Dardanelles is one of the numerous canards which the Germans are inventing with the sole purpose of creating a breach in the camp of the Allies. It would be useless to deny this fresh lie, for, without a denial, this invention did not attain its desired object. It will be estimated at its true value by European opinion.

Constantinople.

K.V.,
March 30,
1915.

After ten days of almost complete quiet the enemy fleet recently renewed the bombardment of the villages near the outer Dardanelles forts, the occupation of which by the English landing corps had failed on March 4. Apart from this the Allied squadron displayed no activity beyond the daily reconnoitring flights by enemy airmen. It is evidently awaiting reinforcements.

Berlin, March 31.

Times,
April 1,
1915.

Reports from Constantinople state that the first bombardment of the Bosphorus by the Russian Black Sea Fleet, glorified by the Russian Admiralty, consisted of 128 shots fired at three small cottages 17 kilometres (10½ miles) from the fortifications, which did not reply.

Field-Marshal von der Goltz has informed the Sofia correspondent of the *Corriere della Sera* that, during the defence against the bombardment of the Dardanelles, the Turkish

middle artillery, which constantly and quickly changed positions, proved itself to be excellent.

At the last meeting of the Bulgarian Chamber, Radoslavoff stated that a Balkan State Federation is impossible in consequence of the incompatibility of interests.—*German Wireless*.

Amsterdam, March 31.

The following official *communiqué* from the Army Headquarters is published in Constantinople to-day :—

The Russian fleet, after bombarding Zunguldak, Eregli, and Kozlu, on the Black Sea coast, with 2000 shells, without doing any important damage, disappeared in a northerly direction. Several aeroplanes ascending from the Russian ships were driven back by the Turkish airmen.

The situation in the Dardanelles and other theatres of war remains unchanged.—*Reuter*.

FRENCH ATTACK ON A GERMAN SUBMARINE

Ministry of Marine, Paris, March 31.

Yesterday afternoon a vessel of the flotilla of the Second French Light Squadron off Dieppe saw a German submarine moving on the surface. *Times,*
April 1,
1915.

The French vessel instantly started in pursuit and forced the submarine to dive.

She then shelled her periscope and manœuvred to ram her.

She passed over the submarine at the moment when the periscope was disappearing, and noticed that a large amount of oil was floating at that spot.

RECENT SUBMARINE CONFLICTS

On March 22 about noon the British steamer *Southport* C.O., was torpedoed by a German submarine in the neighbourhood of the *Royal Sovereign* lightship. April 3,
1915.

In the afternoon of March 28 the British steamer *Brussels* encountered near the Maas lightship a large German sub-

marine which ordered her to stop. The *Brussels* made for the submarine at full speed, and the latter hastily dived. It is not known if she was sunk.

On March 29 the British steamer *Flaminian* was torpedoed and sunk, her crew being saved by a Danish steamer.

London.

K.V.,
April 1,
1915.

Reuter's Agency reports: The steamer *Crown of Castille* was on her way from Newfoundland to Havre. When a submarine came in sight the captain called for volunteers as stokers, the Chinese stokers being so frightened that they were unable to do any work. The steamer was hoping to escape the submarine, but after a chase lasting three-quarters of an hour, the cabin and bridge were struck by shots. The crew received half an hour's time to leave the ship. After rowing about for six hours they were saved. It took the Germans two hours to sink the steamer with shots.

London.

ibid.

Report from Reuter's Agency: The steamer *Emma* from Havre was torpedoed yesterday off Beachy Head without previous warning. The ship sank immediately. Out of the crew of nineteen men, seventeen are said to be drowned.

LIBAU BOMBARDED

C.O.,
April 3,
1915.

On the evening of March 28 German warships approached Libau and fired 200 rounds at that town.

Petrograd, March 30.

Times,
March 31,
1915.

A despatch from the General Staff of the Commander-in-Chief says:—

On the evening of the 28th German warships approaching Libau fired 200 shells on the town, killing one peaceful inhabitant and wounding another. No soldier was hit.

THE JAPANESE NAVY

The following account of the condition of the Japanese Navy, and of the activities of the Fleet during the War, was specially prepared by the Japanese Admiralty for publication in the Japanese Section of 'The Times,' which appeared on September 2, 1916. It is printed here because the narrative it contains of the activities of the Japanese Fleet during the War is not continued beyond the month of March 1915, although later dates are to be found in the section relating to construction and finance. As the whole article was translated and revised at the Japanese Embassy in London, the orthography of proper names mentioned in it has been left as settled by that authority.

In the months of July and August 1914, when a lowering war cloud hung menacingly over Europe, Japan maintained an attitude of strict neutrality. Hence the movements of her Navy were mainly restricted to guarding her coasts, protecting maritime trade, and carrying out the measures necessary for the maintenance of her neutrality. Towards the latter part of August, however, she broke off diplomatic relations with Germany and Austria, and for the first time entered into a state of war with the Central European Powers—a circumstance still vivid in our memory.

Strictly speaking, the national policy of the Far Eastern Island Empire has always been the maintenance of peace in the East. That policy has never undergone any change, and never will. Nevertheless, at the outbreak of the terrible hostilities between the Great Powers of Europe the action of Germany had compelled our Ally, Great Britain, to declare war against that country. Even at Kiao-Chau (Tsing-Tau), Germany's leased colony in China, all possible warlike preparations had arduously been made by the Germans. The incessant movements of her warships in all parts of the Eastern Seas had become a serious menace to the international trade of Japan and of other friendly Powers.

The peace of the Far East was at this moment in the greatest possible danger. Free and frank consultation took place between Japan and Great Britain, with the result that the two Powers agreed to take such measures as were essential

to the protection of their joint interests, in accordance with the provisions of their Alliance. First, the Japanese Government approached the German Government with moderate advice. On the refusal of the latter Japan found herself unavoidably involved in the present war under the terms of her Treaty of Alliance with Great Britain. The actual conditions which obliged Japan to enter into war with Germany were clearly, though tersely, set forth in the Declaration of War made by the Japanese Emperor.

Thus it was that in the present war the Japanese Navy entered the contest in strict accordance with international law, and with a view to securing by its valour the righteous objects which have ever been pursued by the Land of the Rising Sun.

We now propose to give the summary of activities of our Navy since the beginning of war. But first let us remind our readers of one fact which it would be unfair to leave unnoticed—namely, that, the sole ground of Japan's participation in this terrific war being that already mentioned, the plan of operations of the Japanese Navy was arrived at in consultation with the chiefs of the British Navy. Consequently the general movements of our Fleet *were*, and still *are*, whenever necessary, carried out in conjunction with the British Navy.

I.—NAVAL ACTION AT KIAO-CHAU

Directly after the declaration of war by Japan on August 23, 1914, the main force of the First Japanese Fleet, led by the Commander-in-Chief, Vice-Admiral Tomosaburoh Kato (now Admiral and Minister of Marine), was despatched to the region extending from the Yellow Sea to the northern part of the Eastern Sea, for the purpose of searching for and warding off any attacks by the hostile squadron. The battleships *Kawachi*, *Aki*, and *Satsuma* were under the direct command of Admiral Tomosaburoh Kato, a light cruiser squadron consisting of *Yahagi*, *Hirado*, *Niitaka*, and *Kasagi* was placed under Rear-Admiral Tetsuzo Tsuchiya, while the *Otowa*, together with four destroyer flotillas, were led by Rear-Admiral Hidesiro Fujimoto. Meanwhile, the Second Japanese Fleet, under the command of Vice-Admiral Sadakichi Kato

(at present Chief of the Educational Department of the Japanese Navy), hastened simultaneously to the open sea outside Tsing-Tau and began the attack on that German stronghold. The official declaration of the blockade was issued on August 27, 1914. Captain Hubert G. Brand, Naval Attaché to the British Embassy, Tokyo, took part in the operation as one of the staff officers of the Japanese Admiral. The British battleship *Triumph* and the destroyer *Usk* were both placed under the command of the Second Japanese Fleet, and thus took part in the operation.

At this time the main body of the enemy's Eastern Fleet was playing hide-and-seek among the South Sea Islands, while the rest of their vessels sought safety under the guns of the Tsing-Tau Fortress—not daring to steam out of port. In presence of this situation the Japanese Navy steadily and watchfully awaited the further development of the chances of war. At the end of August 1914, the first transport of the Japanese besieging army started for Tsing-Tau, the First Japanese Fleet securely convoying it through the South Korean Seas in conjunction with a portion of the Second Fleet, which took upon itself the duty of safeguarding navigation in the direction of the Yellow Sea. Either directly or indirectly the Navy assisted the Army transports to reach their destination without any hitch. Subsequently a part of the Second Fleet, consisting of the cruisers *Chitosé*, *Chiyoda*, and *Akitsu-sima*, under Rear-Admiral Ohsuké Kamimura, together with the Japanese Port Arthur Squadron, assisted the landing of the besieging army at a certain point in the vicinity of Tsing-Tau.

Meanwhile the Second Japanese Fleet, under the Commander-in-Chief, Admiral Kato, who led the *Suwoh*, *Iwami*, *Tango*, *Okinosima*, and *Minosima*, accompanied by another force consisting of the *Iwate*, *Tokiwa*, *Yakumo*, *Triumph*, and *Usk*, under Vice-Admiral Tochinai, and strengthened by the torpedo flotilla, the *Tone*, and three destroyer flotillas, as well as a specially commissioned flotilla, were all concentrated in the direction of Kiao-Chau; and kept the strictest watch over the enemy by day and night. Having forced the main body of the German Fleet deep within the port, a force was despatched to sea, notwithstanding the greatest risk of terrific storms, to clear the way for the transport of

the second part of the besieging army by clearing the seas of mines, etc. Furthermore, the Japanese Naval Aeronautical Squadron was sent up repeatedly, and hovered above the danger zone of the hostile fortifications, with a view to reconnoitring the condition of the enemy's forces. The *Takachiho*, the special-commissioned boat, had succeeded in cutting the enemy's maritime cables which connected them with the outside world, and thereby rendered help in furthering the warlike operations.

In the middle of September 1914, when the second transportation of the Japanese troops took place, the First Fleet had again resumed the task of convoying it. The landing of troops at Laoshan Bay had been effected chiefly through the assistance given by the Kamimura Division as well as that of the Port Arthur Squadron. The main force of the Second Fleet had, from September 28 onwards, together with its mine-sweeping work, co-operated with the besieging army in the repeated bombardments of the German forts. At the same time it assisted the Kamimura Division as well as the Okada squadron in rendering the blockade more and more effective. The Naval Heavy Guns Section, which had already joined the besieging army in the neighbourhood of Tsing-Tau, had most successfully commenced the bombardment of the hostile squadron, bottled up inside the port since October 14—a bombardment which seriously handicapped the preconceived plans of the German warships. Subsequently it gave substantial help, in co-operation with the Army, in the tremendous attacks against the very strong German positions.

On the completion of the preparations about the end of October 1914, for the attack on the Tsing-Tau fortresses the Second Japanese Fleet began a severe cannonade from the 29th against the German forts and camps, and joined in the general assault of the besieging army which commenced on October 31. Upon the surrender of the enemy on November 7, 1914, *en bloc*, the blockade was raised by a proclamation of November 10, thereby bringing to a conclusion the Japanese operations in this direction.

In these operations the Japanese Navy lost the following vessels:—The cruiser *Takachiho*, *Siratayé*, a destroyer, torpedo-boat No. 33, the specially commissioned steamers the

Chohmoh-Maru III. and *VI.*, as well as the *Kohyoh-Maru*.

The following enemy warships were either sunk or severely damaged :—The cruiser *Kaiserin Elisabeth*, five gunboats, and two destroyers.

II.—THE EASTERN AND CHINA SEAS

Directly after the outbreak of the war the Third Japanese Squadron, comprising the *Tsusima*, *Mogami*, *Yodo*, *Saga*, *Uji*, *Sumida*, *Toba*, and *Fusimi*, under Rear-Admiral Mitsukane Tsuchiya (now Vice-Admiral), was entrusted with the protection of sea-borne commerce in the region extending from the southern part of the Eastern Sea to the China Sea. As the war developed it extended its vigil as far as the east of Luzon Island, and at the same time it undertook the maintenance of communications between the different operating squadrons. But, as the enemy warships were completely driven from the Eastern Seas by the beginning of November, 1914, the Third Japanese Squadron was after that date given the task of keeping watch over the German vessels.

Meanwhile during February 1915, a serious disturbance had taken place among the Indian troops in Singapore. At the request of Vice-Admiral Jerram, the Commander-in-Chief of the British Eastern Fleet, the Commander of the Third Japanese Squadron landed at Singapore marine troops drawn from the crews of the *Tsusima* and *Otowa*, and thus rendered special help in suppressing the disturbances in conjunction with the combined troops of the English Army and Navy. It is further reported that some of the troops landed from the French warship *Montcalm* and the Russian converted cruiser *Ariol* had also co-operated in suppressing the disturbances.

Subsequently Rear-Admiral Tsuchiya was transferred to another post, Vice-Admiral Takarabe succeeding him as Commander of the Third Squadron. The latter was also transferred later on, his successor being Vice-Admiral Kakuichi Kamimura. Part of this squadron is now performing other duties under the command of Vice-Admiral Kaneo Nomaguchi, whose sphere of action has since been extended in the direction of the Indian Ocean.

III.—THE INDIAN OCEAN

A division of the Japanese Squadron despatched to the South Seas, led by Captain Kwanji Kato, commander of the *Ibuki*, had proceeded to Singapore on August 26, 1914, and joined the British Eastern Squadron under Vice-Admiral Thomas H. Martyn Jerram to engage in joint operations. Captain Katsunosin Yamanasi represented the Japanese Navy on the staff of the British Commander-in-Chief in this region. At that time the Allied squadrons assumed a waiting attitude while exercising a strict watch over the adjacent seas.

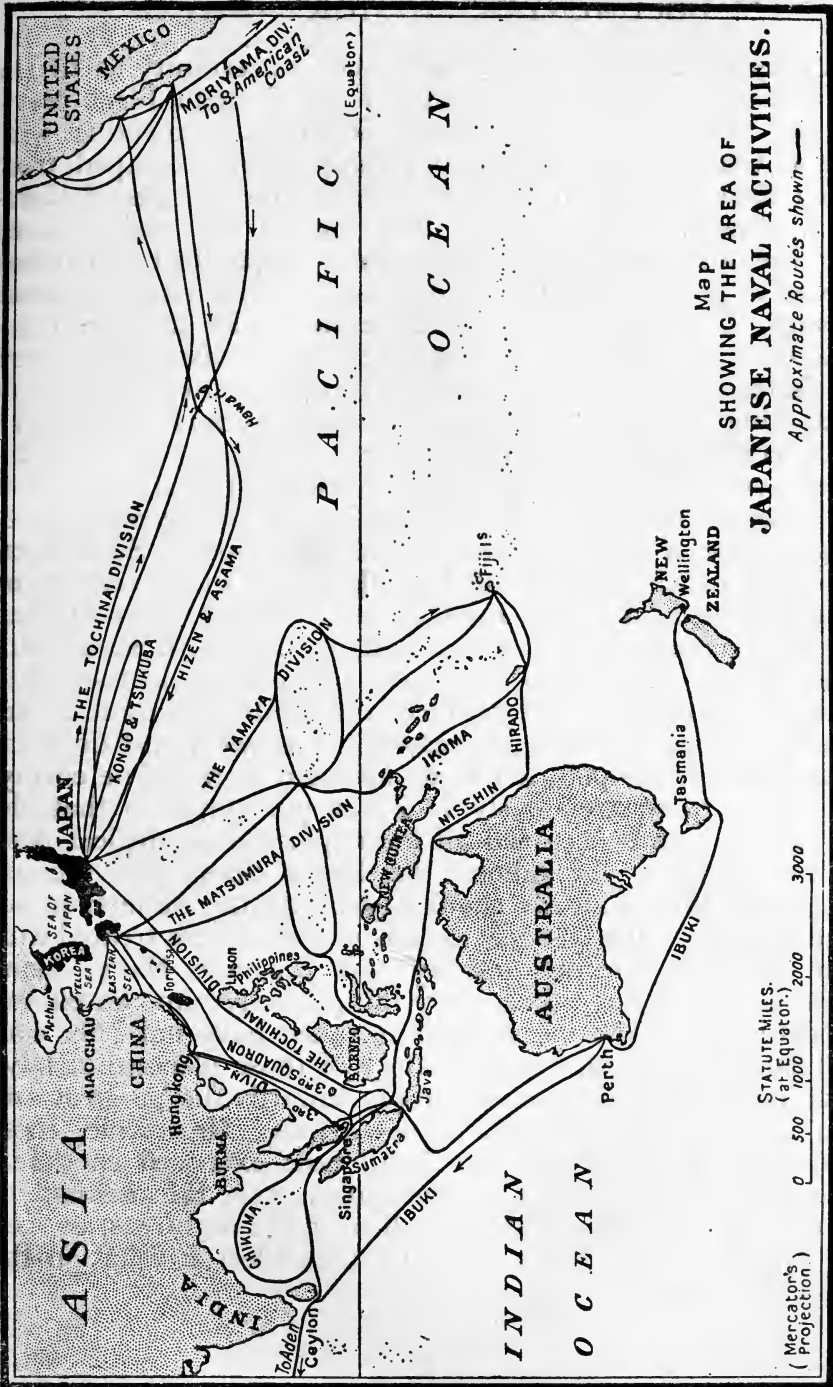
On September 10, 1914, one of the enemy warships, the *Emden*, appeared in the Indian Ocean and the Eastern Seas. The Japanese Division, largely increased in numbers, exerted the best of its power to hunt down such enemy warships, while another part of the Japanese Fleet convoyed the transports carrying the Australian and New Zealand Contingents. In conjunction with the British Squadron the Japanese Division adopted the measures best suited to the circumstances.

The enemy warships, however, continued their activities, thereby rendering navigation in the Indian Ocean dangerous. The result was that on October 15, 1914, another Japanese Division, consisting of the *Tokiwa* and *Yakumo*, under the command of Vice-Admiral Tochinai, was despatched to co-operate with the British Squadron. Admiral Tochinai had, besides the *Tokiwa* and *Yakumo*, resumed the command of the *Ibuki*, *Nisshin*, *Chikuma*, *Hirado*, *Yabuki*, and *Ikoma*, as well as a division of British destroyers. On November 9 the *Emden* attacked the Cocos Island, when she was destroyed by the *Sydney*, thus putting an end to the operations in those waters. Subsequently the *Ibuki*, one of the warships of the Kato Division, had, either independently or in conjunction with the British warships, convoyed the great fleet of transports from the British Oversea Dominions, and thus carried the footprints of Japan as far as Aden.

At present the sphere of action undertaken by the Japanese Navy is extended over the length and breadth of the Indian Ocean.

IV.—THE PACIFIC

At the beginning of the war a division of the German Fleet was operating off the North American coast and in the



vicinity of Hawaii. There was much uncertainty as to the whereabouts of the main body of the German Fleet previously cruising round the South Sea Islands, together with those German and Austrian warships which escaped from their Eastern basis in Tsing-Tau before the Japanese declaration of war. Consequently, the moment war was declared by the Mikado the Japanese Navy despatched a fighting division of its First Fleet composed of the battle cruisers *Kongo*, *Hiyei*, *Kurama*, and *Tsukuba* (under the able command of Vice-Admiral Tsuchiya) to the Pacific, with a view to safeguarding the international trade routes as well as searching for these German and Austrian vessels. The division (consisting of the *Kurama*, *Tsukuba*, *Asama*, *Iwate* and a destroyer flotilla) was, however, afterwards called 'The Division despatched to the South Seas,' owing to the corresponding change of operations as the war developed. Soon afterwards another body of the First Japanese Fleet, comprising the *Satsuma*, *Yabuki*, *Hirado*, etc., led by Rear-Admiral Tatsuo Matsumura, was despatched to the South Seas. This was called 'The Second Japanese Detachment in the South Seas.' Its object was to protect the Australian trade routes and to search for German vessels. The two naval divisions were able in co-operation to do splendid work. The enemy, however, tried strenuously to evade our ships, so that the Japanese vessels occupied all his important strategical positions scattered throughout the South Seas, and thereby deprived him of all his naval bases. At the same time, all the natives of the possessions thus occupied were treated with the greatest consideration by the Japanese Navy, being allowed to continue their daily life perfectly unmolested and undisturbed. The measures thus taken have not only consolidated and confirmed the safety of those places, but have also contributed very considerably towards the progress and success of our subsequent operations. Meanwhile these Japanese Squadrons in the South Seas exercised enormous pressure, either directly or from afar, upon the remnant of the enemy warships scattered all over the high seas, as well as upon the main body of the German Fleet cruising off the Chilean coasts.

V.—THE WEST COAST OF NORTH AMERICA

Before this the Japanese Government had been compelled, in consequence of the disturbances in Mexico, to send out at the end of the year 1913 a man of war, the *Izumo* (commanded by Captain Keijiroh Moriyama), in order to protect their own people in that country. Then followed the great European War in 1914, which obliged Japan to declare war on Germany and Austria, under the Treaty of Alliance with Great Britain. Thereupon the Japanese Navy commissioned the *Izumo* to ensure the safety of the trade routes along the western coasts of America. Simultaneously two other warships were despatched from Japan to join Captain Moriyama's vessel for the purpose of engaging in the warlike operations against any hostile vessel in those waters. This has come to be known as 'The Division despatched to America,' which consisted of the *Izumo*, *Hizen*, and *Asama*. Subsequently Captain Moriyama was promoted to the rank of Rear-Admiral, and was made the Commander-in-Chief of this Division. The British warship the *Newcastle* (Captain Frederick A. Powlett) and the *Rainbow* (Commander Walter Hose), of the Canadian Navy, were also attached to the command of Rear-Admiral Moriyama in those waters.

Events developed very favourably for the Japanese Navy, and on October 15, 1914, one of the German warships, the *Gaiel*, while entering Honolulu Harbour, Hawaii, escorting some transport steamers, was discovered by a portion of the Japanese Division which was cruising in that vicinity. Thereupon the Japanese vessels put on speed to get outside the harbour and kept a close watch on the German ships in order to prevent their escape. On November 7, 1914, these enemy vessels were at length interned by the American authorities in Hawaii.

Later on the main body of the German Fleet appeared off the coast of Chile, and it became fairly plain that nearly all of the enemy vessels, which had thus far been scattered on all seas, had succeeded in reuniting. This reunion of the hostile ships constituted an entirely new phase of the operations of the Japanese Navy in the Pacific.

At this time the British Australian Squadron (Commander-

in-Chief Vice-Admiral Sir George E. Patey) happened to be cruising along the western coast of America. The Moriyama Squadron acted in concert with this British force, both bringing pressure to bear upon the German Fleet by cruising down to the south. In taking this course they supplemented the vigorous action of another British Squadron from a different direction. The joint plan of operations was continued for some time, until at length on December 9, 1914, a severe defeat was inflicted upon the German Fleet by the British Squadron off the Falkland Islands, when the great majority of the enemy ships were destroyed.

Apart from the Japanese Division already mentioned despatched to the American coast the Japanese Navy sent a further division consisting of the *Tokiwa* and *Chitose* under Vice-Admiral Tochinai to those waters with a view to dealing with the remnant of the German warships as well as to protecting the trade of Japan and other friendly countries. In March 10, 1915, however, one of the hostile warships, the *Prince Eitel Friedrich*,¹ escaped into a United States port and was there disarmed. Four days later another enemy warship, the *Dresden*,² was also successfully destroyed off Juan Fernandez, by some British men-of-war. Thus the operations in these waters were brought to a satisfactory close.

It is hoped that the foregoing summary of the operations of the Japanese Fleet since the outbreak of the war will, notwithstanding its brevity, suffice to give a tangible picture of the work which it has done. The vast extent of the sphere of activity allotted to our Fleet and the consequent enormous length of the cruises, etc., in which it was engaged, have not been dwelt upon. The map accompanying this article will help the reader to realise the magnitude of the task accomplished. Nor does our space permit of any detailed description of many a thrilling and interesting story of the achievements of our Japanese sailors.

VI.—NAVAL CONSTRUCTION

The Times Special Japanese Number of 1910 contained an article on 'Public Administration in Japan: The Imperial Forces,' dealing with the progress and development of the Japanese Navy, its organisation, its warships, crews, and ex-

¹ [See pp. 162-170.]

² [See pp. 171-3.]

penditure, and its relationship with the British Fleet. Continuing the description given in that article; we now propose to furnish an outline of the developments of the Japanese Imperial Navy during the past six years.

1.—*Naval Stations and other Important Ports*

(A) There are now five naval Districts instead of the four which previously existed. The fifth is composed of Tsusima Island, formerly part of the 3rd Naval District, and Chosen (Korea). Its naval bases are Keishoh, Nandoh, Shohgengun, and Chinkai in Korea.

(B) In the Chinkai naval port no Naval Station is established for the time being, but it has been decided to establish there a 'Yohkohbu' or important Port Office, which has been open since April 1st, 1916.

(C) The Ryojun (Port Arthur) Naval Station was changed into Yohkohbu, or Important Port Office on April 1st, 1914.

(D) The Takesiki Naval Port Office was abolished on October 1st, 1912.

(E) As the result of the foregoing changes there are, under the present system, four Naval Stations ('Chinjufu'), namely, Yokoska, Kuré, Sasebo, and Maizuru; and four Important Ports (Yohkohbu), viz., Makoh, Ohminato, Chinkai, and Ryojun (Port Arthur).

(F) Consequently with regard to the supervision of the Japanese Naval Districts the Sasebo Naval Station has been given the supervision of three districts, namely, of the 5th, the Kwantung, and its own Naval District, the Sasebo.

2.—*Construction of Warships*

(A) Parliament has approved of the expenditure on Naval Reinforcement of 228,616,905 yen for the period between April 1, 1911, and March 31, 1919, in addition to 166,450,411 yen, the balance left on March 31, 1911. Therefore 395,067,316 yen is now at the disposal of the Japanese Navy to be expended for a couple of years to come.

(B) The following warships have been added to the Japanese Navy during the last six years, that is, since 1910:—

- 4 Battleships: the *Fuso*, *Yamasiro*, *Kawachi*, and *Settsu*.
- 4 Battle cruisers: the *Kongo*, *Hiyei*, *Kirisima*, and *Hatana*.
- 3 Second-class cruisers: the *Chikuma*, *Hirado*, and *Yabuki*.
- 2 Second-class coast-defence boats: the *Wakamiya* and *Komahasi*.
- 2 Second-class gunboats: the *Saga* and *Toba*.

In addition to the foregoing fifteen new warships, there are now under construction 2 battleships, the *Isé* and *Hyuhga*.

During the last six years the following warships have been struck off the register:—

- 2 Battleships: the *Sagami* and *Tango*.
- 3 Second-class cruisers: the *Sohya*, *Naniwa*, and *Takachiho*.
- 1 Third-class cruiser: the *Izumi*.
- 2 First-class coast-defence boats: the *Iki* and *Chinyen*.
- 3 Third-class coast-defence boats: the *Hiyei* (first of that name), *Takao*, and *Katsuragi*.
- 1 Second-class gunboat: the *Akagi*; and
- 4 Despatch boats: the *Anekawa*, *Suzuya*, *Yayeyama*, and *Tatsuta*.

Thus, deducting the 16 warships withdrawn from service, the Japanese Navy has, during the period in question, added one ship to its force, including the two under construction.

In addition, 15 destroyers have already been launched, while 9 are under construction. Thus, altogether 24 new destroyers are added to the Japanese Navy. When we deduct, however, 12 old ones, which have been struck off the register, we find that Japan has increased her destroyers by 12 during the last six years.

42 Torpedo-boats were withdrawn during the period in question, no new ones being built thus far to replace them.

A certain number of submarines have been constructed during the same period, the total now being 17.

VII.—THE FLEET

The following table shows the present strength of the Japanese Fleet, all the vessels, with two exceptions, being built of steel:—

DOCUMENTARY HISTORY—NAVAL

TOTAL NUMBER OF WARSHIPS IN APRIL 1916

Name.	Place of Construction.	Date of Launching.	Displacement.	Horse-power.
BATTLESHIPS				
<i>Fuso</i>	Kuré	March 1914	30,600	40,000
<i>Yamasiro</i>	Yokoska	Nov. 1915	30,600	40,000
<i>Kawachi</i>	„	Oct. 1910	20,800	25,000
<i>Settsu</i>	Kuré	March 1911	20,800	25,000
<i>Aki</i>	„	April 1907	19,800	24,000
<i>Satsuma</i>	Yokoska	Nov. 1906	19,350	17,300
<i>Kasima</i>	England	March 1905	16,400	15,600
<i>Katori</i>	„	July 1905	15,950	16,000
<i>Mikasa</i>	„	Nov. 1900	15,362	15,207
<i>Asahi</i>	„	March 1899	14,765	15,207
<i>Shikisima</i>	„	Nov. 1898	14,580	14,700
<i>Hizen</i>	America	1900	12,700	16,000
BATTLE-CRUISERS				
<i>Kongo</i>	England	May 1912	27,500	64,000
<i>Hiyei</i>	Yokoska	Nov. 1912	27,500	64,000
<i>Kirisima</i>	Mitsubishi Dockyard	Dec. 1913	27,500	64,000
<i>Hatana</i>	Kawasaki Dockyard	Dec. 1913	27,500	64,000
<i>Kurama</i>	Yokoska	Oct. 1911	14,600	22,500
<i>Ibuki</i>	Kuré	Nov. 1911	14,600	24,000
<i>Tsukuba</i>	„	Dec. 1905	13,750	20,500
<i>Ikoma</i>	„	April 1906	13,750	20,500
FIRST-CLASS CRUISERS				
<i>Asama</i>	England	March 1898	9,885	18,248
<i>Tokiwa</i>	„	July 1898	9,885	18,248
<i>Izumo</i>	„	Sept. 1899	9,826	14,700
<i>Iwate</i>	„	March 1900	9,826	14,700
<i>Yakumo</i>	Germany	July 1899	9,735	15,500
<i>Azuma</i>	France	June 1899	9,426	16,600
<i>Aso</i>	„	1900	7,800	17,000
<i>Kasuga</i>	Italy	Oct. 1902	7,700	14,696
<i>Nisshin</i>	„	Feb. 1903	7,700	14,696
SECOND-CLASS CRUISERS				
<i>Tsugaru</i>	Russia	1899	6,630	11,600
<i>Kasagi</i>	America	Jan. 1898	5,503	17,235
<i>Chitose</i>	„	Jan. 1898	4,992	15,714
<i>Chikuma</i>	Sasebo	April 1911	4,950	22,500

DOCUMENTARY HISTORY—NAVAL

Name.	Place of Construction.	Date of Launching.	Displacement.	Horse-power.
SECOND-CLASS CRUISERS— <i>continued</i>				
<i>Hirado</i>	Kawasaki Dockyard	June 1911	4,950	22,500
<i>Yabuki</i>	Mitsubisi Dockyard	Oct. 1911	4,950	22,500
<i>Tone</i>	Sasebo	Oct. 1907	4,100	15,000
<i>Niitaka</i>	Yokoska	Nov. 1902	3,420	9,400
<i>Tsushima</i>	Kuré	Dec. 1902	3,420	9,400
<i>Otowa</i>	Yokoska	Nov. 1903	3,000	10,000
<i>Akasi</i>	"	Nov. 1897	2,800	8,000
<i>Suma</i>	"	March 1895	2,700	8,500
FIRST-CLASS COAST-DEFENCE BOATS				
<i>Iwami</i>	Russia	1902	13,516	16,500
<i>Suwoh</i>	"	1900	12,674	14,500
<i>Fuji</i>	England	March 1896	12,649	13,678
SECOND-CLASS COAST-DEFENCE BOATS				
<i>Kanzaki</i>	England	1896	10,500	2,300
<i>Wakamiya</i>	"	1901	7,600	1,000
<i>Minosima</i>	Russia	1894	4,960	6,000
<i>Iisukusima</i>	France	July 1889	4,278	5,400
<i>Hasidate</i>	Yokoska	March 1891	4,278	5,400
<i>Okinosima</i>	Russia	1896	4,126	6,000
<i>Manshu</i>	Austria	1901	8,916	5,000
<i>Akitsusima</i>	Yokoska	July 1892	3,172	8,516
<i>Matsuye</i>	Kinghorn	1898	2,550	1,500
<i>Chiyoda</i>	England	June 1890	2,439	5,678
<i>Yamato</i>	*Onohama	May 1885	1,502	1,622
<i>Musasi</i>	*Yokoska	March 1886	1,502	1,622
<i>Komahasi</i>	Sasebo	May 1913	1,230	1,824
FIRST-CLASS GUNBOATS				
<i>Mogami</i>	Mitsubisi Dockyard	March 1908	1,350	8,000
<i>Chihaya</i>	Yokoska	May 1900	1,263	6,000
<i>Yodo</i>	Kawasaki Dockyard	Nov. 1907	1,250	6,500
SECOND-CLASS GUNBOATS				
<i>Saga</i>	Sasebo	Sept. 1912	785	1,600
<i>Uji</i>	Kuré	March 1903	620	1,000
<i>Toba</i>	Sasebo	Nov. 1911	250	1,400
<i>Fusimi</i>	England	Aug. 1906	180	800
<i>Sumida</i>	"	Dec. 1903	126	680
Total	65 ships	..	628,321	1,047,371

* Wood with iron keel.

DOCUMENTARY HISTORY—NAVAL

WARSHIPS NOW UNDER CONSTRUCTION

Names.	Classes.	Dockyards.	Materials.	Displacement.	Horse-power.
The <i>Isé</i> . . .	Battleship	Kawasaki	Steel	30,800	45,000
The <i>Huyuga</i> . . .	..	Mitsubisi	..	..	..
Total . . .	2	..	..	61,600	90,000

DESTROYERS

Total Number.	Displacement.	Horse-Power.
60	27,666	444,375

DESTROYERS UNDER CONSTRUCTION

Names.	Classes.	Dockyards.	Materials.	Displacement.	Horse-power.
<i>Amatsukaze</i> . . .	1st Class	Kuré	Steel	1,227	27,000
<i>Tokitsukaze</i> . . .	..	Kawasaki	..	..	..
<i>Isokaze</i> . . .	..	Kuré	..	..	..
<i>Hamakaze</i> . . .	..	Mitsubisi	..	..	..
<i>Yekaze</i> . . .	..	England	..	955	22,000
<i>Momo</i> . . .	2nd Class	Sasebo	..	835	16,000
<i>Yanagi</i> . . .	..	..	..	..	..
<i>Kasi</i> . . .	..	Maizuru	..	..	..
<i>Hinoki</i> . . .	..	..	..	..	..
Total . . .	9	..	..	9,203	194,000

TORPEDO BOATS

Total Number.	Displacement.	Horse-power.
27	3,317	70,000

TOTAL NUMBER OF SUBMARINES

17.

DOCUMENTARY HISTORY—NAVAL

[MA

NUMBER OF NAVAL OFFICERS AND NON-COMMISSIONED OFFICERS ON
JANUARY 1, 1916

Ranks.	Active Service.	Reserve.	Special Reserve.	Grand Total.
Admirals and those who receive treatment of Admirals	99	92	44	235
Captains, Lieuts., and those who receive corresponding treatment	3,956	503	127	4,586
Special Commissioned Officers and those receiving corresponding treatment	1,642	271	329	2,242
Cadets	173	..	..	173
Non-Commissioned Officers	51,836	18,658	11,678	82,172
Total	57,706	19,524	12,178	89,408

LIST OF CIVIL OFFICIALS IN THE NAVY ON APRIL 1, 1916

Ranks.	Number of Officials.
Ckokunin (1)	6
Sohnin (2)	116
Hannin (3)	879
Those receiving Hannin's treatment	68
Total number	1,069

- (1) Officials appointed by the Emperor.
- (2) Names appointed by the Cabinet, and then submitted to the Emperor for approval.
- (3) Appointed by the heads of Public Departments.

DOCUMENTARY HISTORY—NAVAL

VIII.—EXPENDITURE.

EXPENDITURE ON NAVY FROM APRIL 1, 1909, TO MARCH 31, 1917

Year.	Naval Expenditure.	
	Ordinary Expenditure.	Special Expenditure.
	Yen, Sen and Rin.	Yen, Sen and Rin.
1909 . . .	35,143,415.86.6	35,902,959.24.1
1910 . . .	38,359,312.42.4	45,481,219.75.4
1911 . . .	40,208,251.47.8	60,255,366.29.9
1912 . . .	41,533,600.57.3	53,951,538.60.2
1913 . . .	38,885,701.72.4	57,559,890.040
1914 . . .	30,398,898.97.8	52,861,106.66.9
1915 . . .	*42,346,184.000	*53,576,637.000
1916 . . .	*46,496,165.000	*55,747,761.000

Year.	Total Naval Expenditure.	Total National Expenditure.	Ratio of Naval Expenditure as compared to Total National Expenditure.
	Yen, Sen and Rin.	Yen.	Per cent.
1909 . . .	71,046,375.107	532,893,635	13.33
1910 . . .	83,840,532.178	569,154,027	14.73
1911 . . .	100,463,617.777	585,374,613	17.21
1912 . . .	95,485,139.175	593,596,444	16.09
1913 . . .	96,445,591.764	573,633,925	16.81
1914 . . .	83,260,005.647	648,420,409	12.84
1915 . . .	*95,922,821.000	*661,923,223	14.49
1916 . . .	*102,243,926.000	*602,262,972	16.99

* Budget estimates.

In concluding this survey we must call attention to one fact, the importance of which constantly impresses itself upon us, namely, the revised Anglo-Japanese Alliance, promulgated in July 1911. This revised Alliance has played, and is still playing, a most important part in the respective positions of the navies of the two island Empires. We are so firmly convinced of the immense value of this renewed Alliance that it calls for no explanation or discussion.

PROMOTIONS, APPOINTMENTS, HONOURS,
AND REWARDS*Admiralty, 26th February 1918.**Royal Naval Division**L.G.,
March 2,
1915.*

To be temporary Lieutenant-Colonel, R.M. :—
Commander Charles G. Collins, R.N.V.R. To date 4th
February 1915.

Lieutenant-Colonel H. C. Moorhouse, C.M.G., D.S.O. (late
Royal Artillery). Dated 21st February 1915.

*Admiralty, 27th February 1915.**Royal Naval Reserve**ibid.*

In accordance with the provisions of His Majesty's Order
in Council of 16th December 1912, temporary Commissions in
the Royal Naval Reserve have been issued as follows :—

CAPTAINS

Charles Hope Robertson, C.M.G., M.V.O. (Vice-Admiral
retired).

William John Grogan (Rear-Admiral retired).

John Arthur Tuke (Rear-Admiral retired).

*Lord Chamberlain's Office, St. James's Palace,
3rd March 1915.**L.G.,
March 3,
1915.*

The King has been graciously pleased to give orders for
the following appointment to the Most Honourable Order of
the Bath, in recognition of the services of the under-mentioned
officer mentioned in the foregoing despatch.¹

¹ [*See
Naval 3,
p. 121.*]

*To be an Additional Member of the Military Division
of the Third Class or Companion*

Captain Osmond de Beauvoir Brock, A.D.C., Royal Navy.

*Admiralty, S.W., 3rd March 1915.**ibid.*

The King has been graciously pleased to give orders for
the following appointment to the Distinguished Service Order,

and for the award of the Distinguished Service Cross, to the under-mentioned officers in recognition of their services mentioned in the foregoing despatch¹ :—

¹ [See
Naval 3,
p. 121.]

To be Companion of the Distinguished Service Order
Lieutenant Frederic Thornton Peters, Royal Navy.

To receive the Distinguished Service Cross
Surgeon Probationer James Alexander Stirling, R.N.V.R.
Gunner (T) Joseph H. Burton.
Chief Carpenter Frederick E. Dailey.

The following promotion has been made :—

Commander Charles Andrew Fountaine to be a Captain
in His Majesty's Fleet, to date March 3, 1915.

The following awards have also been made :—

To receive the Distinguished Service Medal
P.O. J. W. Kemmett, O.N. 186788.
A.B. H. Davis, O.N. 184526.
A.B. H. F. Griffin, O.N. J. 14160.
A.B. P. S. Livingstone, O.N. 234328.
A.B. H. Robison, O.N. 209112.
A.B. G. H. le Seilleur, O.N. 156802.
Boy, 1st Cl., F. G. H. Bamford, O.N. J. 26598.
Boy, 1st Cl., J. F. Rogers, O.N. J. 28329.
Ch. E.-R. Art., 1st Cl., E. R. Hughes, O.N. 268999.
Ch. E.-R. Art., 2nd. Cl., W. B. Dand, O.N. 270648.
Ch. E.-R. Art. W. Gillespie, O.N. 270080.
Mechn. A. J. Cannon, O.N. 175440.
Mechn. E. C. Ephgrave, O.N. 288231.
Ch. Stkr. P. Callaghan, O.N. 278953.
Ch. Stkr. A. W. Ferris, O.N. 175824.
Ch. Stkr. J. E. James, O.N. 174232.
Ch. Stkr. W. E. James, O.N. 294406.
Ch. Stkr. J. Keating, R.F.R., O.N. 165732.
Stkr. P.O. M. Flood, R.F.R., O.N. 153418.
Stkr. P.O. T. W. Hardy, O.N. 292542.
Stkr. P.O. A. J. Sims, O.N. 276502.
Stkr. P.O. S. Westaway, R.F.R., O.N. 300938.
Actg. Ldg. Stkr. J. Blackburn, O.N., K. 4844.
Stkr., 1st Cl., A. H. Bennet, O.N. K. 10700.

Stkr., 2nd Cl., H. Turner, O.N. K. 22720.
 Ldg. Carpenter's Crew, E. O. Bradley, O.N. 346621.
 Ldg. Carpenter's Crew, E. Currie, O.N. 344851.
 Sick Berth Attendant C. S. Hutchinson, O.N. M. 3882.
 Ch. Writer S. G. White, O.N. 340597.
 Third Writer H. C. Green, O.N. M. 8266.
 Officers' Steward, 3rd Cl., F. W. Kearley, O.N. L. 2716.

*Lord Chamberlain's Office, St. James's Palace, S.W.,
 3rd March 1915.*

L.G.,
 March 3,
 1915.

The King has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath in recognition of the services of the under-mentioned Officer mentioned in the foregoing despatch :—

*To be an Additional Member of the Military Division
 of the Third Class or Companion*

Captain John Luce, Royal Navy.

Admiralty, S.W., 3rd March 1915.

ibid.

The King has been graciously pleased to give orders for the award of the Distinguished Service Cross to the under-mentioned officers in recognition of their services mentioned in the foregoing despatch :—

Carpenter Thomas Andrew Walls.
 Carpenter William Henry Venning.
 Carpenter George Henry Egford.

The following awards have also been made :—

To receive the Conspicuous Gallantry Medal

Portsmouth R.F.R.B. 3307 Sergeant Charles Mayes, H.M.S. *Kent*. A shell burst and ignited some cordite charges in the casemate ; a flash of flame went down the hoist into the ammunition passage. Sergeant Mayes picked up a charge of cordite and threw it away. He then got hold of a fire hose and flooded the compartment, extinguishing the fire in some empty shell bags which were burning. The extinction of this fire saved a disaster which might have led to the loss of the ship.

DOCUMENTARY HISTORY—NAVAL

To receive the Distinguished Service Medal

Chief Petty Officer David Leighton, O.N. 124238.

Petty Officer, 2nd Class, Matthew J. Walton (R.F.R., A. 1756), O.N. 118358.

Leading Seaman Frederick Sidney Martin, O.N. 233301,
Gunner's Mate, Gunlayer, 1st Class.

Signalman Frank Glover, O.N. 225731.

Chief Engine-Room Artificer, 2nd Class, John George Hill,
O.N. 269646.

Acting Chief Engine-Room Artificer, 2nd Class, Robert
Snowdon, O.N. 270654.

Engine-Room Artificer, 1st Class, George Henry Francis
McCarton, O.N. 270023.

Stoker Petty Officer George S. Brewer, O.N. 150950.

Stoker Petty Officer William Alfred Townsend, O.N.
301650.

Stoker, 1st Class, John Smith, O.N. SS 111915.

Shipwright, 1st Class, Albert N. E. England, O.N. 341971.

Shipwright, 2nd Class, Albert C. H. Dymott, O.N. M. 8047.

Admiralty, 5th March 1915.

In accordance with the provisions of Order in Council of *L.G.,*
22nd February 1870— *March 9,*

Admiral of the Fleet Sir Gerard Henry Uctred Noel,
G.C.B., K.C.M.G., has this day been placed on the *1915.*
Retired List.

In pursuance of His Majesty's pleasure the following pro-
motion has been made :—

Admiral The Honourable Sir Hedworth Meux, G.C.B.,
K.C.V.O., to be Admiral of the Fleet in His Majesty's
Fleet. Dated 5th March 1915.

Consequent thereon the following promotions have been
made from the same date :—

Vice-Admiral Sir John Rushworth Jellicoe, G.C.B.,
K.C.V.O., at present holding the temporary rank of
Acting Admiral, to be Admiral in His Majesty's Fleet,
but to retain seniority as Admiral of 4th August, 1914,
while holding his present command.

Rear-Admiral Herbert Goodenough King-Hall, C.V.O.,
C.B., D.S.O., to be Vice-Admiral in His Majesty's Fleet.

Captain Osmond de Beauvoir Brock, C.B., A.D.C., to be Rear-Admiral in His Majesty's Fleet.

Consequent on the above the following promotions on the Retired List take place from the same date :—

Vice-Admiral Robert Stevenson Dalton Cuming to be Admiral.

Rear-Admiral Charles Holcombe Dare, M.V.O., to be Vice-Admiral.

Rear-Admiral Edward George Shortland to be Vice-Admiral.

Royal Naval Reserve

In accordance with the provisions of His Majesty's Order in Council of 19th December 1912, a temporary commission has been issued as follows :—

Captain. William De Salis, M.V.O. (Rear-Admiral, retired).

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

*Lord Chamberlain's Office, St. James's Palace, S.W.,
10th March 1915.*

L.G.,
March 12,
1915. The King has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath, in recognition of the meritorious services of the under-mentioned officer during the war :—

*To be an Additional Member of the Military Division
of the Third Class or Companion*

Captain John Derwent Allen, R.N. (H.M.S. *Kent*).

Admiralty, 13th March 1915.

L.G.,
March 16,
1915. Captain Douglas Romilly Lothian Nicholson has been appointed a Naval Aide-de-Camp to His Majesty the King, in place of Captain Cecil Frederick Dampier, promoted to Flag rank. Dated 18th February 1915.

Captain George Price Webley Hope has been appointed a Naval Aide-de-Camp to His Majesty the King, in place of Captain Osmond de Beauvoir Brock, promoted to Flag rank. Dated 5th March 1915.

DOCUMENTARY HISTORY—NAVAL

Admiralty, 16th March 1915.

The King has been graciously pleased to award the Distinguished Service Cross to the under-mentioned officer :—
Lieutenant Denys Charles Gerald Shoppee, Royal Navy,
for gallant and distinguished service in the field.

L.G.,
March 19,
1915.

Royal Naval Reserve

In accordance with the provisions of His Majesty's Order in Council of 16th December 1912, a temporary Commission in the Royal Naval Reserve has been issued as follows :—

L.G.,
March 23,
1915.

CAPTAIN

Francis George Kirby (Admiral, retired).

Royal Naval Reserve

Admiralty, 23rd March 1915.

The King has been graciously pleased to confer the Royal Naval Reserve Officers' Decoration upon the following officers :—

L.G.,
March 26,
1915.

Lieutenant-Commander Edward James McBarnet.

Lieutenant-Commander Frank Morgan Main.

Senior Engineer Alfred Daniel Varian.

Engineer William Thomas Tucker.

PRIZE COURTS

VESSELS DETAINED OR CAPTURED AT SEA BY HIS MAJESTY'S ARMED FORCES

(In continuation of previous notification published in the *London Gazette* of February 12, 1915.¹)

L.G.,
March 2,
1915.

List of Vessels

Name and Tonnage.	Nationality.	Where Detained.
<i>Madang</i> (194)	German . . .	Simpsonhafen.
<i>Meklong</i> (438)	German . . .	Simpsonhafen.
<i>Nusa</i> (yacht)	German . . .	Simpsonhafen.
<i>Sumatra</i> (584)	German . . .	Simpsonhafen.

¹ [See
Naval 3,
p. 469.]

DOCUMENTARY HISTORY—NAVAL

SHIPS WHOSE CARGOES OR PART OF THEM
HAVE BEEN DETAINED

L.G.,
March 2,
1915. (In continuation of previous notification published in the
London Gazette of February 12, 1915.)

List of Vessels

Name of Vessel.	Nationality.	Cargo Detained at
<i>Amazon</i> . . .	British . . .	Liverpool.
<i>Boeroe</i> . . .	Netherland . . .	London.
<i>Euterpe</i> . . .	British . . .	Bristol.
<i>Gothland</i> . . .	Belgian . . .	Southampton.
<i>Wilhelmina</i> . . .	United States . . .	Falmouth.

Foreign Office, March 15, 1915.

SHIPS WHOSE CARGOES, OR PART OF THEM,
HAVE BEEN DETAINED

L.G.,
March 16,
1915. (In continuation of previous notification published in the
London Gazette of March 2, 1915.)

List of Vessels

Name of Vessel.	Nationality.	Cargo Detained at.
<i>Antilla</i> . . .	United States . . .	Dundee.
<i>Cretic</i> . . .	British . . .	Gibraltar.
<i>Eleutheros K. Veni- zelos</i> . . .	Greek . . .	Gibraltar.
<i>Taurus</i> . . .	Norwegian . . .	Dundee.
<i>Wearbridge</i> . . .	British . . .	Gibraltar.

Foreign Office, March 15, 1915.

VESSELS DETAINED OR CAPTURED BY THE
RUSSIAN NAVAL AUTHORITIES

L.G.,
March 23,
1915. With reference to the notification which appeared in the
London Gazette of September 22nd last (see *Naval* 1, p. 291)
respecting vessels detained or captured by the Russian Naval
Authorities, a further list of such vessels, which has been
furnished by the Russian Government to His Majesty's
Ambassador at Petrograd, is appended hereto.

Foreign Office, March 20, 1915.

List of Vessels

(s.v. Sailing Vessel.)

Name.	Nationality.	Where Detained
<i>Alexandra</i> . . .	German . . .	Nicolaistad.
<i>Aristea</i> . . .	Austrian . . .	Petrograd.
<i>Erndte</i> (s.v.) . . .	German . . .	Kotka.
<i>Genius</i> (s.v.) . . .	German . . .	Kotka.
<i>Greif</i> . . .	German . . .	Port Loksa
<i>Harald</i> . . .	German . . .	Kronstadt.
<i>Helsingborg</i> . . .	German . . .	Kronstadt.
<i>Ilmenau</i> . . .	German . . .	Jacobstad.
<i>A. W. Kafeman</i> . . .	German . . .	Kronstadt.
<i>Louisa Leonhardt</i> . . .	German . . .	Kronstadt.
<i>Maria</i> (s.v.) . . .	German . . .	Kotka.
<i>Marienberg</i> . . .	German . . .	Kronstadt.
<i>Martha</i> . . .	German . . .	Kronstadt.
<i>Prussia</i> . . .	German . . .	Kronstadt.
<i>Vandkharm</i> . . .	German . . .	Kronstadt.
<i>Wandrahm</i> . . .	German . . .	Helsingfors.

SHIPS WHOSE CARGOES, OR PART OF THEM,
HAVE BEEN DETAINED

(In continuation of previous notification published in the *L.G.*,
London Gazette of March 16, 1915.) March 30,
1915.

List of Vessels

Name of Vessel.	Nationality.	Cargo Detained at
<i>Arabia</i> . . .	British . . .	London.
<i>Fabian</i> . . .	British . . .	Liverpool.
<i>Forsvik</i> . . .	Swedish . . .	Fleetwood.
<i>Frogner</i> . . .	Norwegian . . .	Newcastle.
<i>Grekland</i> . . .	Swedish . . .	Middlesbrough.
<i>Jeanne</i> . . .	Danish . . .	Ardrossan.
<i>Karla</i> . . .	Swedish . . .	The Downs.
<i>Korsfjord</i> . . .	Norwegian . . .	Grimsby.
<i>Vera</i> . . .	Danish . . .	Ardrossan.

DOCUMENTARY HISTORY—NAVAL

VESSELS DETAINED OR CAPTURED AT SEA BY HIS MAJESTY'S ARMED FORCES

L.G.,
March 30, 1915. (In continuation of previous notification published in the
London Gazette of March 16, 1915.)

List of Vessels

Name and Tonnage.	Nationality.	Where Detained.
<i>Bangor</i> (5133)	Norwegian	Falkland Islands.
<i>Maracas</i> (2926)	United States	Hall.

Foreign Office, March 29, 1915.

VESSELS DETAINED OR CAPTURED BY THE FRENCH NAVAL AUTHORITIES

Foreign Office, March 25, 1915.

ibid.

With reference to the last paragraph of the notification which appeared in the *London Gazette* of September 29th last (see *Naval* I, p. 291), His Majesty's Government have now received information to the effect that the French Prize Court has been removed from Bordeaux to Paris, and that all applications to the Court should in future be addressed to the 'Conseil des Prises,' Palais Royal, Paris.

ADMIRALTY MONTHLY ORDERS

Admiralty, S.W., 1st April 1915.

148.—*Pigeons Caught at Sea—Rewards for bringing in*

Senior Naval Officers at Ports where naval pigeon service is established are authorised to pay at their discretion rewards not exceeding £1 in any one case, to private vessels bringing in carrier pigeons, either enemy owned or belonging to the naval pigeon service.

Senior Naval Officers should satisfy themselves that the birds brought in are *bona fide* captures at sea.

150.—*Lieutenant-Commanders, Supplementary List—Pay of*

It has been decided to grant full pay at the rate of 16s. a day (in addition to Messing Allowance of 2s. a day) to Lieu-

tenant-Commanders on the Supplementary List who were entered under the provisions of Orders in Council of 29th June 1895 and 9th August 1898, on attaining six years' seniority in that rank.

This increase will take effect from the 1st January 1915.

151.—*Lieutenant (E)—Appointment and Qualification as During the War*

In view of the suspension during the war of the usual courses for Officers specialising in Engineering, the following arrangements have been approved.

Those Officers who had completed half the course at the Royal Naval College, Greenwich, at the commencement of the war, will be required to complete six months' Engine-Room duty.

Other Officers who are volunteers to specialise in Engineering, and are appointed for Engine-Room duty, will be required to complete nine months' such duty.

At the expiration of the above periods they must be recommended by the Commanding Officers of the ships in which they are serving, and this recommendation must be accompanied by a certificate from the Engineer Officer of the ship to the effect that they are considered fit to perform the duty of a Lieutenant (E). They will then be eligible to receive the authorised allowances for the performance of Engineering duties.

On the conclusion of the war these Officers will be required to undergo such courses of instruction as may be considered necessary.

152.—*Temporary Chaplains—Messing Allowance*

Messing Allowance of 2s. a day is to be paid to Chaplains, R.N., entered for temporary service during the war as from the dates on which they commenced duty.

153.—*Reserve of Medical Officers—Equipment Allowance*

Officers belonging to the Reserve of Medical Officers under Order in Council of 11th August 1903, are to be paid an Equipment Allowance of £20 on being called out for service.

156.—*Acting and Temporary Officers, R.N.R.—Relative Rank*

Acting and Temporary Officers of the Royal Naval Reserve are to rank among themselves according to the respective dates of their seniority.

157.—*Skippers, R.N.R.—Allowances when Embarked in Torpedo Craft*

Skippers, Royal Naval Reserve, who mess with other Officers in a Destroyer or Torpedo Boat are to be treated as Warrant Officers, R.N.

Under this arrangement victualling allowance at 10d. a day should be paid to the mess, and the Skippers should be paid Grog Money and 1s. 6d. a day difference of mess subscription, instead of the special victualling allowance of 1s. 5d. a day payable to them at other times.

Hard-lying Money is not payable.

158.—*Skippers, R.N.R.—Clothing*

Skippers, R.N.R. (Trawler Section), may wear Overcoats of the pattern worn by Chief Petty Officers, R.N., the Overcoats required for this purpose being taken up from Navy Stocks on payment of the Service Issuing Price of £1, 5s. 10d.

159.—*Surgeons, R.N.V.R.—Promotion to Staff Surgeon*

Surgeons, R.N.V.R., will be considered qualified for promotion to the rank of Staff Surgeon, R.N.V.R., on completing six months' active service, provided they have attained eight years' seniority in lieu of the courses which they are required to undergo in time of peace.

160.—*Surgeon-Probationers, R.N.V.R.—Examination Leave*

Leave for Surgeon-Probationers to attend examinations is limited to three weeks. If a longer period is required, resignation will be necessary. No reliefs can be sent during leave.

166.—*R.F.R. and R.N.R.—War Retainer*

In the cases of Royal Fleet Reservists and Royal Naval Reservists sentenced to imprisonment, detention, cells, etc., credit of War Retainer is to be continued, provided the men return to the Service at the expiration of their punishment.

In the case of men recovered from desertion whose services

it is decided to retain, credit of War Retainer should be resumed immediately the man is recovered, *i.e.*, during any period he is awaiting trial, undergoing punishment, etc., notwithstanding the fact that during such period pay is withheld.

The above decisions do not apply to men who are ordered to be discharged at the expiration of their sentences, the cases of such men being governed by M.O. 141/1914.

Credit of War Retainer is also to be continued until discharge in the case of men whose pay ceases on their being marked D.S.Q.

167.—*R.N.R. and R.N.V.R.—Payment for Non-substantive Ratings*

R.N.R. and R.N.V.R. ratings who undergo the prescribed courses (where applicable) may be granted the ratings and pay for which they qualify or have qualified in the following cases :—

Gunnery ratings.
Torpedo ratings.
Artificer Diver.
Diver.
Engineer Yeoman of Stores.
Engineer's Writer.

Ordinary Seamen, R.N.V.R., are not to be put through courses for which Ordinary Seamen, R.N., are not eligible.

169.—*Kit—Additional for Trawler Section*

Commanding Officers of Parent ships of Trawlers are to demand from the local Contractors the additional articles of clothing which have been approved for issue and which cannot be obtained from the ship's stock. The local Registrar, R.N.R., at the various Mobilising Ports will furnish the name of the Contractor. When the men's kits have been completed up to the new standard, a notation should be made in the man's T.R.V. 2.

170.—*R.N.R. (Trawler Section)—Local Enrolment to fill Vacancies*

Authority is given for the enrolment of ranks and ratings in R.N.R. (Trawler Section) at all ports where Trawlers or

Drifters are stationed in addition to those Mobilising Ports where the vessels are taken up, and where there is already a Mobilising Officer.

In carrying out these enrolments the following conditions are to be observed.

The examining Officer is to be a Commissioned Officer of the Royal Navy in conjunction with the local Registrar, R.N.R.

Skippers must not be provisionally enrolled, but must wait until the applications for their appointment have reached the A.C.R. (through Registrar-General of Shipping and Seamen) and a reply has been received that their names have been submitted to the Board.

Qualifications for Skippers, Second Hands, and Engine-men, must be strictly in accordance with the Regulations, except as regards Articles 4, 73, and 74, Trawler Reserve Regulations, and the addition of 'or Steam Drifter' where Steam Trawler is mentioned.

In the case of Deck Hands and Trimmers, the Naval Officer and Registrar are to certify that the man is suitable for the proposed rating.

Medical examination is to be carried out by the Medical Officer of the unit for which the man is being enrolled, or, if there is none, by the local Surgeon and Agent.

It is to be made perfectly clear to all applicants that enrolment is for duration of war.

Enrolments are only to be made to fill vacancies caused by men being discharged from R.N.R., or being removed permanently from the unit, and not to fill temporary vacancies caused by men being sent to detention quarters or hospital, when they will return in due course.

Enrolments at other than Mobilising Ports should be reported to the parent ship of the Trawler or Drifter concerned.

No persons other than of proved British nationality are to be enrolled; naturalised aliens are not to be enrolled.

Where there is no local contractor for supplying uniforms in the vicinity, it will be necessary for the kitting up to be undertaken by the parent ship of Trawler or Drifter in which the rating is required.

With the exceptions mentioned, procedure of enrolment

is to be carried out strictly in accordance with the enrolment forms, of which copies (amended to suit present circumstances) have been supplied to local Registrars.

171.—*Signal Boys, R.N.R.—Drafting of*

Signal Boys, R.N.R., will nominally be drafted only to Armed Yachts.

In very exceptional circumstances the Commanders-in-Chief, Three Home Ports, or the Admiralty will authorise their serving in Trawlers commanded by R.N. or R.N.R. Officers.

The Commanding Officers of vessels in which Signal Boys, R.N.R., are borne, are expected to exercise a special supervision over their training and moral character.

172.—*R.N. Auxiliary S.B. Reserve—Promotion to Senior Reserve Attendant*

All Junior Reserve Attendants on Active Service at the date of this Order are to be considered eligible for promotion to the rating of Senior Reserve Attendant provided they are in possession of the Advanced First Aid and Nursing Certificate or hold the Medallion of the St. John Ambulance Association with the Nursing Certificate of that body.

In addition, they must be reported upon as efficient by the Medical Officer under whom they are serving.

The names of all Junior ratings recommended for promotion are to be forwarded to the Medical Director-General for approval prior to advancement by their Commanding Officers.

173.—*Wages of Mercantile Crews—Calculation of (Mercantile Fleet Auxiliaries)*

As some diversity of practice exists in the above matter, in regard to Officers and men engaged at monthly rates of pay, it is notified that the following procedure should be followed, as from the commencement of the current Ledger :—

The rate per month should be credited for each clear month, *i.e.* 'January,' 'February,' 'March.'

Broken periods should be reckoned as one-thirtieth of a month's pay for each day of the period—*vide* the Instructions to Accountant Officers of Mercantile Fleet Auxiliaries.

DOCUMENTARY HISTORY—NAVAL

Example.—A man employed from the 31st January to the 10th March at £7, 10s. a month should be paid £10, 5s., arrived at as follows :—

	£	s.	d.
31 January, at $\frac{1}{30}$ of £7, 10s.	0	5	0
1-28 February, at £7, 10s. a month	7	10	0
1-10 March, at $\frac{1}{30}$ of £7, 10s.	2	10	0
	£10 5 0		

175.—*Allowance for Charge of Stores in Trawlers*

An allowance of 3d. a day may be granted to the rating (preferably a C.P.O. or P.O.) in charge of Stores on each trawler carrying an establishment of naval stores as from the date on which such duties commenced. This allowance is intended as remuneration for the responsibility of seeing that the stores are properly issued and expended without waste, and is to be withheld if these conditions are not fulfilled.

176.—*Store Allowances in Mercantile Fleet Auxiliaries*

Store Allowances are to be paid to Warrant or Petty Officers as follows in the Mercantile Fleet Auxiliaries specified :—

Armed Merchant Cruisers.—On the scales laid down in Appendices VII. and XV., King's Regulations, for seagoing ships in commission.

Ammunition Ships.—1s. a day for charge of Ordnance stores. No allowance is payable for other stores.

Squadron Supply Ships.—1s. 6d. a day for charge of all stores.

Flotilla Supply Ships.—1s. a day for charge of all stores.

Store Carriers.—1s. a day for charge of all stores.

In Armed Merchant Cruisers, the allowances are to be credited on ledger.

In the other cases, payment of the amount due will be made by the Accountant-General when the accounts have been examined and passed at the Admiralty. The payment of any Store allowance which is already being made in these vessels should be suspended as from 1st January last, and

the amount so paid will be included in the subsequent adjustment at the Admiralty.

178.—*Basis of Payment for Religious Ministrations*

At ports at which ships are more or less permanently stationed, Officiating Ministers, other than those who are in receipt of fixed annual allowances, are to be paid, for the half-year ended the 31st December last, one-half the amount paid to them during the previous twelve months.

Thereafter, and for the period of the war, the capitation basis is to be reverted to, payments being based on the numbers of men actually present at divine services, instead of, as hitherto, on the numbers present in port.

In view of the fact that this method of reckoning will cause a reduction in the amount of remuneration of the ministers concerned, these fees are in all such cases to be increased in amount by 25 per cent.

180.—*Railway Warrants—Authorised Forms to be used*

A number of cases have recently occurred in which railway warrants have been issued on unauthorised forms. This course has led to difficulties with the Railway Companies, and care is accordingly to be taken that only the authorised forms of warrant are used, except in cases of special emergency, when it may not have been possible to obtain supplies of the proper forms.

181.—*Navy Separation Allowance—Increase of Rates for Children*

The weekly rates of Navy Separation Allowance for children have been increased from 2s. to 4s. for the first child, from 2s. to 3s. for the second, and from 1s. to 2s. for the third. The rate for the fourth and any subsequent children will continue to be, as at present, 1s. a week. For motherless children the rate has been increased from 3s. to 5s. each.

These increases will take effect from 1st March, but the additional sum due from that date will be included with the first payment for next quarter, which will be made on the 8th April. As the books of postal drafts on which payment is made for the present quarter are already in the hands of

the postmasters, it is not possible to recall them all and alter the amounts payable, but the full amount due will be paid in all cases on the 8th April without any application from the persons concerned.

The payment on the 8th April will also for the first time include a weekly instalment of the man's allotment, which will cease to be paid monthly after the payment due on the 31st of this month.

Detailed instructions for giving effect to the change from monthly to weekly payment of allotments will be issued at an early date.

183.—*Funeral Arrangements in Cases of Doubtful Identity*

In cases where bodies washed ashore are presumed to be from one of H.M. Ships, the funeral arrangements should always be made by the Naval Authorities.

184.—*Railway Warrants for Seamen in Cases of Sickness, etc., at Home*

Free Railway Warrants may be issued to seamen (but not to Officers) during the war to enable them to visit their homes in the case of the serious illness or death of a near relative, upon condition that the concession is restricted to cases of grave and urgent illness or death of a parent, wife, or child, and that the genuineness of each case will be duly certified by a medical attendant.

185.—*Leave in lieu of Christmas Leave—Free Railway Warrants*

Free return railway warrants may be issued on one occasion only to Officers and men of ships permanently stationed in remote harbours and anchorages who were not able during the Christmas season, owing to the exigencies of the Service, to be granted Christmas leave. This concession applies only to Officers and men who have been continuously employed in such ships since a date prior to Christmas 1914.

186.—*Income Tax*

A declaration of income for 1914-15 is required from each Officer on the Emergency List or holding a permanent or temporary commission in the R.N.R. or R.N.V.R., or a

temporary commission in the Royal Navy or Royal Marines. Every Officer who has not already furnished a declaration, either to a local Surveyor of Taxes or on the customary Naval form headed 'Income Tax claim, 1914/15,' should now make a full return of his income on the form ordinarily used by Naval Officers. In these cases tax should be charged in conformity with the particulars shown on the declaration.

Officers who have already sent a declaration to a local Surveyor are to complete the special blue form for R.N.R. and R.N.V.R. Officers recently issued. This form is to be forwarded through the Accountant-General of the Navy to the Inland Revenue authorities, who will decide as to the correct assessment. Pending their decision Officers are to be assessed provisionally from date of entry as though their incomes consisted solely of Naval emoluments, *i.e.*, an Officer whose Naval taxable emoluments are less than £160 a year is not to be taxed, while an Officer whose Naval taxable emoluments are between £160 and £400 a year is to be allowed abatement at the rate of £160 a year, and taxed at the lowest rate on the balance, and so on.

These arrangements do not apply to Retired Officers, R.N., who have been called out, and regarding whom instructions as to the tax chargeable have already been notified by the Accountant-General.

187.—*Ship's Fund*

The following instructions are to be observed in those Ships whose Ship's fund, under Port General Orders or authority issued direct from the Admiralty, has been deposited in a Bank on Shore or taken on charge as Public Cash :—

(1) The Accountant-General is to be informed at the earliest opportunity of all sums so deposited or taken on charge, and of all subsequent additions or withdrawals, the resultant balance as well as the amount of the variation being stated in each case.

(2) The Accountant-General is also to be furnished with definite information as to the wishes of the Ship's Company with regard to the disposal of the balance of the fund in the event of a casualty resulting in the loss or dispersal of the crew. In all cases of deposit with a Bank the Bank Manager is also to be furnished with this information (the communica-

tion to him being identical in substance with that made to the Accountant-General), or if preferred he may be directed to apply to the Accountant-General for instructions. In either case the directions to the Bank on this point should be signed by the Officer authorised to operate on the banking account. A copy of the communication to the Bank should be forwarded to the Accountant-General.

(3) It would not be practicable for the Accountant-General or the Bank authorities to investigate the circumstances of the relatives or friends of men lost or to distinguish between dependent or other relatives and friends. Neither can it be anticipated that it would be practicable for the fund to be administered by a committee of survivors. In all cases therefore where it is the intention that in the event of casualty the balance of the fund should be used for benevolent purposes, it is necessary that the instructions as to the disposal of the balance in that event should provide for its being handed over to a Naval or other charity for administration; and if any conditions are imposed, that it should be ascertained that such conditions would be accepted and acted on by the charity selected. A copy of any correspondence relating to such conditions should be forwarded to the Accountant-General. The observance of these arrangements will be a condition of the relaxation of Article 856, Clause 4, of the King's Regulations.

(4) The equal distribution of the money among the *next-of-kin* of men lost is not to be allowed in view of the difficulty of distributing the comparatively small amounts payable to each person in the circumstances under consideration, and of the probable existence of necessitous cases to the relief of which the sum available might more advantageously be devoted.

(5) Fresh reports in accordance with the foregoing paragraphs are to be forwarded to the Accountant-General, and, if necessary, to the Bank having charge of the Ship's Fund, by all the Ships affected. It will not be sufficient to provide merely for the possible eventuality of 'the total loss of the Ship' or 'the loss of the Ship' or 'anything happening to the Ship,' etc., as has been done in some cases. Precise instructions are required which can be acted on when the fund can no longer be controlled by the Ship's company.

Care should be taken to give the correct official designation and full address of any Charity named.

188.—*Prisoners of War—Messing Allowances*

When Foreign Naval Officers are accommodated as prisoners of war in H.M. Ships, a Messing Allowance to the Messes concerned may be paid at the rate of 7s. 6d., 5s., and 3s. a day in the cases of Officers of Ward Room, Gun Room, and Warrant rank respectively.

In the case of Officers of a Foreign Merchant Service embarked as prisoners of war, an allowance of 5s. a day may be paid for each Officer messed from the Ward Room and 3s. a day for each Officer supplied with food from the Gun Room or Warrant Officers' Mess.

195.—*Recommendations for Advancement and Special Advancement*

In order that full information as to suitable men may be available when advancements are being made from time to time to complete the numbers required, Commanding Officers of H.M. Ships and establishments are to forward on the 1st of each month to the Rear-Admirals of the respective Depots a return showing the names of qualified men in the Seaman, Signal, Telegraphist, and Engine-Room Branches considered deserving of special advancement (a) to Petty Officer and (b) to Leading rate.

This return should be additional to the ordinary return of ratings recommended for advancement on Form S. 507.

During the period of hostilities Form S. 507 is to be rendered quarterly.

198.—*R.N.R. Regulations (Officers)*

The following amendments to the R.N.R. Regulations (Officers) have been approved, and will be included in the Addenda in due course :—

Article 29.

* * * * *

4. At the subsequent embarkations *for training, or when called out by Royal Proclamation*, the Warrant Engineer will be paid by the Registrar an upkeep allowance at the rate of

3s. 4d. a month (up to a maximum of £10) since last embarked, subject to the conditions specified in clause 3.

In calculating this allowance 3s. 4d. is to be credited for the month in which the previous embarkation commenced, and 3s. 4d. for each succeeding calendar month, but no credit is to be made for the month in which the present embarkation commenced.

Note.—In the cases of officers who have already received the gratuity of £10 prior to the new regulations coming into force, the *first* payment of the upkeep allowance is to be calculated from the date on which they last received the gratuity of £10.

199.—*R.N.R. Regulations (Trawler Section).*

The following amendments to the R.N.R. Regulations (Trawler Section) have been approved, and will be included in the Addenda in due course :—

Article 26.

A Clothing Gratuity at the rate of 2s. a month since last embarked will be paid to the Skipper on his appearing for biennial training, *or when called out by Royal Proclamation*, as an aid to him to maintain his uniform.

* * * * *

Article 121.

The Clothing Allowance is to be credited at these rates on the second or subsequent embarkations for training, *or when called out by Royal Proclamation*, to those men who produce their kits complete, properly marked, and in good order. In the case of men whose kits are incomplete, *they are to be credited with a proportion only of the gratuity as follows* :—

* If the value of the articles required to complete the kit—

- | | | |
|-----|---|----------------------------------|
| (a) | does not exceed 2s. 6d. | Full allowance to be paid. |
| (b) | does not exceed £1 in the case of Second Hands and Engine-men, and 10s. in the case of Deck Hands and Trimmers. | Two-thirds allowance to be paid. |

- (c) exceeds £1 in the case of Second Hands and Enginemen, and 10s. in the case of Second Hands and Trimmers. One-third allowance to be paid.

In calculating these allowances, 7d. in the case of Second Hands or Enginemen, and 3d. in the case of Deck Hands or Trimmers, to be credited for the month in which the previous embarkation commenced, and a similar sum for each succeeding calendar month, but no credit is to be made for the month in which the present embarkation commenced.

* *Note.*—*This regulation is suspended at present by M.O. 135/1914 [see Naval 1, p. 310], which allows full payment of upkeep gratuity.*

APRIL 1915

SUBMARINE PRISONERS

The Foreign Office issued last night the following Notes :

I.—THE GERMAN NOTE

The American Ambassador presents his compliments to His Majesty's Secretary of State for Foreign Affairs, and has the honour, under instructions from the Secretary of State at Washington, to transmit, hereto annexed, the text of a telegram, dated March 17th, which Mr. Bryan has received from the German Foreign Office through the Embassy at Berlin :

' According to notices appearing in the British Press, the British Admiralty is said to have made known its intention not to accord to officers and crews of German submarines who have become prisoners the treatment due to them as prisoners of war, especially not to concede to the officers the advantage of their rank.

' The German Government is of the opinion that these reports are not correct, as the crews of the submarines acted in the execution of orders given to them, and in doing this have solely fulfilled their military duties. At any rate, the reports in question have become so numerous in the neutral Press that an immediate explanation of the true facts appears to be of most urgent importance, if for no other reasons than consideration of public opinion in Germany.

' The Imperial Foreign Office therefore requests the American Embassy to have inquiry of the British Government made by telegraph, through the medium of the American Embassy at London, as to whether and in what way they intend to treat officers and crews of German submarine boats who have been made prisoners in any respect worse than other prisoners of war. Should this prove to be the case, the request is added

that in the name of the German Government sharpest protest be lodged with the British Government against such proceedings, and that no doubt be left that for each member of the crew of a submarine made prisoner a British Army officer held prisoner of war in Germany will receive corresponding harsher treatment. The Imperial Foreign Office would be grateful for information at the earliest convenience regarding the result of the steps taken.'

American Embassy, London, March 20, 1915.

II.—THE BRITISH REPLY

The Secretary of State for Foreign Affairs presents his compliments to the United States Ambassador, and with reference to his Excellency's Note of the 20th ultimo respecting reports in the Press upon the treatment of prisoners from German submarines, has the honour to state that he learns from the Lords Commissioners of the Admiralty that the officers and men who were rescued from the German submarines *U 8* and *U 12* have been placed in the Naval Detention Barracks in view of the necessity of their segregation from other prisoners of war. In these quarters they are treated with humanity, given opportunities for exercise, provided with German books, subjected to no forced labour, and are better fed and clothed than British prisoners of equal rank now in Germany.

As, however, the crews of the two German submarines in question, before they were rescued from the sea, were engaged in sinking innocent British and neutral merchant ships and wantonly killing non-combatants, they cannot be regarded as honourable opponents, but rather as persons who at the orders of their Government have committed acts which are offences against the law of nations and contrary to common humanity.

His Majesty's Government would also bring to the notice of the United States Government that during the present war more than 1000 officers and men of the German Navy have been rescued from the sea, sometimes in spite of danger to the rescuers, and sometimes to the prejudice of British naval operations. No case has, however, occurred of any officer or man of the Royal Navy being rescued by the Germans.

Foreign Office, April 1, 1915.

Amsterdam, April 13.

Times,
April 14,
1915.

A Berlin telegram, quoting the *North-German Gazette*, states that the German Foreign Office sent the following Note to the American Ambassador on the 11th inst. :—

'The German Government has learned with astonishment and indignation that the British Government regards the officers and crews of German submarines not as honourable enemies, and accordingly treats them not as other prisoners of war, but as ordinary prisoners (*Arrestanten*). These officers and crews acted as brave men in the discharge of their military duties, and they are, therefore, fully entitled to be treated like other prisoners of war in accordance with international arrangements. The German Government, therefore, enters the strongest protest against a procedure which is contrary to international law, and sees itself at the same time regretfully compelled immediately to execute the reprisals announced by it, and subject to similar harsh treatment a corresponding number of English Army officers who are prisoners of war.

'When, moreover, the British Government sees fit to remark that the German Navy, in contrast to the British, failed to save shipwrecked men, we can only reject with loathing the insinuation that such rescue was possible for German ships but was wilfully neglected by them.

'The undersigned begs the Ambassador to convey this information to the British Government, and also to take steps to secure for a member of the American Embassy in London an opportunity personally to inquire into the treatment of German submarine prisoners and present a report concerning the details of their lodging, maintenance, and employment.

'Further proceedings with regard to British officers who have been provisionally placed under officers' arrest (*Offiziershaft*) will depend upon the treatment of the German prisoners.'

According to a telegram from Berlin the German Press is rejoicing at the reprisals to be taken against British officers in reply to the treatment of German submarine prisoners in England.—*Reuter*.

(German official statement handed to each of thirty British officers chosen for segregation in fortresses)

The regulations adopted by the English Government for the treatment of our submarine *personnel* (steadfastly carrying

Times,
May 13,
1915.

out their duty) who have fallen into their hands, viz., denying them honourable imprisonment of war and substituting imprisonment in Naval Detention Barracks, have compelled the German Government to adopt measures of reprisal by treating in like manner British officers, prisoners of war, without respect of person (probably means irrespective of rank) during the period of the harsh treatment meted out by the English Government (which is against the Law of Nations). In consequence to-day, April 12th, thirty British officers taken from officers' camps have been confined in military places of arrest.

BOMBARDMENT OF ZEEBRUGGE

Amsterdam, April 1.

The *Handelsblad* learns from Sluis that at half-past nine last night a heavy bombardment by British warships was opened upon the north Belgian coast. Several explosions were heard. The German batteries replied to the fire. At six o'clock this morning British aviators reconnoitred the coast to ascertain the results of the bombardment, which was directed against Zeebrugge and the aviation camp between Lisseweghe and Zeebrugge near the canal. —*Reuter.*

GERMAN SUBMARINES DAMAGED

The Secretary of the Admiralty makes the following announcement:—

The following report has been received from Wing Com. A. M. Longmore, R.N. :

'I have to report that this morning Flight Sub-Lieutenant Frank G. Andreae carried out a successful air attack on the German submarines which are being constructed at Hoboken, near Antwerp, dropping four bombs. Also Flight Lieutenant John P. Wilson, whilst reconnoitring over Zeebrugge, observed two submarines lying alongside the Mole, and attacked them, dropping four bombs with, it is believed, successful results. These officers started in the moonlight this morning. Both pilots returned safely.

Times,
April 2,
1915.

THE SEVEN SEAS SUNK

London.

Reuter's Agency reports: The English steamer *Seven Seas* was sunk off Beachy Head without previous warning by a German submarine. The ship sank within three minutes. Out of the crew mustering eighteen men, eleven were drowned.

K.V.,
April 2,
1915.

BRITISH TRAWLERS SUNK

London.

Report from Reuter's Agency.—Three British steam trawlers were sunk early to-day by a German submarine off Shields. The crews were saved.

ibid.

THE LOCKWOOD TORPEDOED

London.

The English steamer *Lockwood* was torpedoed last night off the Start. The crew were rescued by a fishing boat from Brixham.—*Reuter*.

K.V.,
April 3,
1915.

THE BOSPHORUS BOMBARDED

Petrograd, April 3.

According to the latest information during the bombardment of the outer forts on the Bosphorus on March 28, the Russian warships approached to within forty or sixty cable lengths, bringing them within the mine area and the fire of the coast forts.

The Russian battleships were preceded by torpedo-boat destroyers, which dragged for mines, without, however, finding any. The Turkish forts did not reply to the fire of the Russian Fleet.—*Reuter*.

DARDANELLES

Amsterdam, April 3.

The following official *communiqué* from the chief headquarters is issued in Constantinople to-day:

Some enemy mine-sweepers attempted to approach the Dardanelles Straits (? Narrows), but retired before our fire. Two ironclads, which were covering the operations of the mine-sweepers, for a few minutes unsuccessfully bombarded the forts at long range and then retired.—*Reuter*.

THE *MEDJIDIEH* REPORTED SUNK*Petrograd, April 4.*

A semi-official message from Sebastopol, under yesterday's date, states that on that evening the Turkish cruiser *Medjidieh* struck a mine near the Russian coast and sank.—*Reuter*.

On April 3 the Turkish Fleet appeared before Odessa, C.O., when the cruiser *Medjidieh* struck a mine and sank. The Russian squadron gave chase to the *Goeben* and the *Breslau*, which, however, succeeded in escaping.

Constantinople.

Headquarters reports: Yesterday our fleet sank two Russian ships near Odessa, *i.e.*, the *Provident*, of 2000 tons, and the *Bastochmaja*, of 1500 tons displacement. The crews were taken prisoner. During this occurrence the cruiser *Medjidieh*, while pursuing enemy mine-sweepers in the vicinity of the fort of Otchakow, approached the enemy shore, struck against a mine and sank. The crew of the *Medjidieh* was saved by Turkish warships which were in the neighbourhood. The sailors of the *Medjidieh* showed a conduct worthy of all praise. Before the sinking of the ship the breech-blocks of the guns were removed and the cruiser itself torpedoed so as to make it impossible for the enemy to salvage it.

One of the enemy mine-sweepers on attempting to approach the Dardanelles yesterday was hit by a shot from our batteries off Kum Kale, and sunk.

NOTICES TO MARINERS

(No. 258 of the year 1915)

ENGLAND, SOUTH COAST

*Portland Harbour approach—Restriction of Navigation ;
Caution re Target Practice*

Former Notice (No. 232 of 1915¹) hereby cancelled

1. Restriction of Navigation :—

Caution.—(a) No vessels or boats of any description are to move in the area north of a line joining Portland Bill with

L.G.,
April 6,
1915.
¹ [See
p. 220.]

St. Albans Head, by day or night, unless proceeding into Weymouth anchorage.

(b) No vessels or boats of any description are to move in the area north of a line joining Portland Bill with Hopes Nose between sunset and sunrise.

No vessels or boats of any description are to put to sea in this prohibited area during fog, and any caught at sea by fog are to return to shore or harbour at once.

Vessels or boats found in this area after dark are liable to be fired upon.

2. Caution *re* Target practice :—

Caution.—Target practice will take place, without further notice, from ships lying in Portland harbour, and it will therefore be dangerous henceforth for vessels to enter the following area :—

Limits of dangerous area :

(a) *On the North.*—By a line drawn in a 97° (S. 67° E. Mag.) direction from the north end of the outer breakwater until St. Albans Head bears 18° (N. 34° E. Mag.).

(b) *On the South.*—By a line drawn in a 119° (S. 45° E. Mag.) direction from the south end of the outer breakwater until St. Albans Head bears 18° (N. 34° E. Mag.).

(c) *On the East.*—By a line joining the eastern extremities of limits (a) and (b).

(d) *On the West.*—By Portland outer breakwater.

Variation.— 16° W.

Charts temporarily affected :—

No. 2615, Portland to Christchurch (2).

No. 2450, Portland to Owers (2).

No. 2255, Weymouth and Portland (2).

No. 2675*b*, English Channel, middle sheet (2).

Publication.—Channel Pilot, Part I., 1908, page 150 ; Supplement No. 2, 1914.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer.*

Hydrographic Department, Admiralty,

London, 3rd April 1915.

DOCUMENTARY HISTORY—NAVAL

(No. 259 of the year 1915)

ENGLAND, WEST COAST

River Dee—Restriction of Navigation

Mariners are hereby warned that the following orders as to closing the river Dee have been made under the Defence of the Realm (Consolidation) Regulations, 1914; and will remain in force until further notice:—

1. The river Dee and the Port of Chester within the jurisdiction of the Dee Conservancy Board are closed to all traffic at night; and vessels are not allowed to enter or leave the river at night.

2. All lights for the assistance of navigation are extinguished.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer.*

Hydrographic Department Admiralty,

London, 3rd April 1915.

STEAMER *OLIVINE* AND SAILING SHIP *HERMES*
SUNK IN CHANNEL

London.

The small English steamer *Olivine* was torpedoed between the island of Guernsey and Calais; the crew was saved. The Russian sailing ship *Hermes*, on her voyage to Mexico, was torpedoed off the Isle of Wight; the crew was saved.

STEAMER *NORTHLANDS* SUNK

London.

The English steamer *Northlands* was torpedoed yesterday off Beachy Head. The crew was saved.—*Reuter.*

THE *ACANTHA* TORPEDOED

It is reported from Blyth that the British sailing vessel *Acantha* was torpedoed yesterday off Longstone in the North

Sea. The whole of the crew of thirteen men were rescued by a Swedish steamer.—*Reuter*.

DARDANELLES

Constantinople.

K.V.,
April 6,
1915.

Yesterday and to-day the enemy made no serious attempt against the Dardanelles. The day before yesterday two enemy cruisers opened fire against our batteries at the entrance of the Dardanelles. They fired 300 shells without obtaining any effective results. On the other hand it was ascertained by various observations that an enemy cruiser and a torpedo-boat were hit by shells fired from our batteries.

ALLIED ATTACK IN ENOS BAY

Constantinople.

K.V.,
April 8,
1915.

Headquarters reports: Yesterday a part of the enemy fleet attempted to land two boats full of soldiers after having fired about twenty shells at the landing stage of Dragodina near Enos. Our weak coast guards were sufficient to drive the enemy away. While retiring the enemy fleet fired a few more shells at a house without causing any damage.

ALLEGED NAVAL SKIRMISH ON THE EUPHRATES

Constantinople.

ibid.

According to private reports to hand from a reliable source, a motor boat belonging to the Turkish patrol service opened fire at a distance of three kilometres from Sonjaff on the Euphrates in the region of Kurna, on a large English gunboat armed with heavy artillery. The ship received twenty hits, which caused a fire in the engine-room, and also damaged other parts, so that she only managed to retire with difficulty and with assistance of other English ships.

RUSSIAN MINE-LAYING IN BOSPHORUS

Petrograd, April 7.

It is semi-officially announced that the mine-laying operations carried out by Russia in the Bosphorus, in spite of all

the difficulties, have given the most satisfactory results, of which the following is a summary :—

On December 12, the Turkish cruiser *Hamidieh* struck a mine and was seriously injured. A few days later a gunboat of a new type, the *Issa Reis*, of 420 tons, sank in the same region. On January 2 a large transport was sunk. On December 26 the cruiser *Goeben* was seriously damaged by Russian mines.

On January 21 another gunboat of the *Reis* type was sunk. On February 15 yet another gunboat was sunk. A few days later a Turkish torpedo-boat was blown up by a mine, and almost at the same time two other Turkish torpedo-boats were lost near the entrance to the Bosphorus.—*Reuter*.

NOTICE TO MARINERS

(No. 274 of the year 1915)

CAUTION WHEN APPROACHING BRITISH PORTS

PART I

CLOSING OF PORTS

Former Notices (Nos. 1 and 101 of 1915¹) *hereby cancelled.*

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, referred to in Part III. of this Notice, a sharp lookout should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II., of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II., of this Notice.

¹ [See *Naval* 3, pp. 13, 214.]
L.G., April 9, 1915.

DOCUMENTARY HISTORY—NAVAL

If these signals are displayed, vessels must either proceed to the position marked 'Examination Anchorage' on the Admiralty charts and anchor there, or keep the sea.

(3) At all the ports or localities at home or abroad referred to in Part III. of this Notice, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing movable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II

EXAMINATION SERVICE

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter the ports or localities at home or abroad, referred to in Part III. of this Notice.

(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the ports and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the Examination Anchorage. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

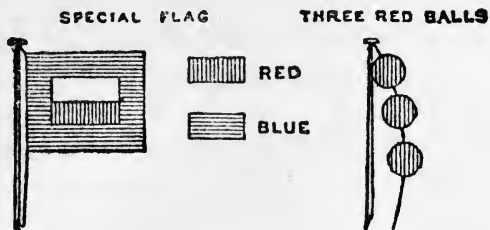
(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to 'bring to' at once when hailed by her or warned by the firing of a gun or sound rocket.

In entering by night any of the ports mentioned in Part III., serious delay and risk will be avoided if four efficient all round lamps, two *red* and two *white*, are kept available for use.

(7) By day the distinguishing flags of the Examination

Steamer will be a special flag (white and red horizontal surrounded by a blue border) and a blue ensign.

Also, three red vertical balls if the port is closed.



By night the steamer will carry :—

(a) Three *red* vertical lights if the port is closed.

(b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the distinguishing signal of their vessel ready to hoist immediately the Examination Steamer makes the signal.

(9) Masters are warned that, before attempting to enter any of these ports when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer. In the absence of any instructions from the Examination Steamer they must proceed to the position marked 'Examination Anchorage' on the Admiralty Charts and anchor there, or keep the sea.

Whilst at anchor in the Examination Anchorage, masters are warned that they must not lower any boats (except to avoid accident), communicate with the shore, work cables, move the ship, or allow any one to leave the ship, without permission from the Examination Steamer.

(10) In case of fog, masters are enjoined to use the utmost care and the Examination Anchorage itself should be approached with caution.

(11) Merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night : the use of them will render a vessel liable to be fired on.

DOCUMENTARY HISTORY—NAVAL

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III

PORTS OR LOCALITIES REFERRED TO

United Kingdom

Alderney	Lough Swilly
Barrow	Milford Haven
Barry	Newhaven
Belfast	Plymouth
Berehaven	Portland
Blyth	Portsmouth
Clyde	Queenstown
Cromarty	River Humber
Dover	„ Mersey
Falmouth	„ Tay
Firth of Forth	„ Tees
Guernsey	„ Thames
Hartlepool	„ Tyne
Harwich	Scapa Flow
Jersey	Sheerness

Canada

Esquimalt	Quebec
Halifax	

Mediterranean

Gibraltar	Malta
-----------	-------

Indian Ocean

Aden	Karachi
Bombay	Madras
Calcutta	Mauritius
Colombo	Rangoon

China Sea

Hong Kong	Singapore
-----------	-----------

Africa

Durban	Simons Bay
Sierra Leone	Table Bay

Australia

Adelaide	Newcastle
Brisbane	Sydney
Fremantle	Thursday Island
Melbourne	

Tasmania

Hobart.

New Zealand

Auckland	Port Lyttelton
Otago	Wellington

West Indies

Bermuda	Port Royal, Jamaica
---------	---------------------

PART IV

Sweeping Operations

H.M. Vessels are constantly engaged in sweeping operations off ports in the United Kingdom.

Whilst so engaged, they work in pairs connected by a wire hawser, and are consequently hampered to a very considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which these vessels are engaged, they will show the following signals :—

A black ball at the foremast head and a similar ball at the yardarm, or where it can best be seen, on that side on which it is dangerous for vessels to pass.

For the public safety, all other vessels, whether steamers or sailing craft, must keep out of the way of vessels flying this signal, and should especially remember that it is dangerous to *pass between* the vessels of a pair.

Note.—This Notice is a repetition of Notice No. 101 of 1915, with the addition of paragraph (8).

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer.*

Hydrographic Department, Admiralty,

London, 7th April 1915.

GERMAN SUBMARINE OUTWITTED BY TUG *HOMER*

Times,
April 10,
1915.

News has reached St. Helens, Isle of Wight, of an exciting encounter in the English Channel between a German submarine and the steam-tug *Homer*, of South Shields, Captain H. Gibson. The tug was 15 miles off St. Catherine's proceeding up the Channel, having in tow the French barque *Général de Sonis*, laden with grain and bound for Sunderland.

The captain was challenged by the submarine, and ordered to abandon the ship, which he refused to do. The submarine altered its course and came up on the other side of the tug, again challenging, and this time firing a shot over the bridge. Captain Gibson, after waiting until the submarine was abeam, cast off the hawser and steamed at full speed. He steered straight for the submarine, but owing to the heavy sea missed the hostile craft by about three feet. During this manœuvre the submarine fired at the bridge and wheel-house of the tug, shattering the windows and woodwork. The captain escaped injury. The submarine then steered away, fired a torpedo at the tug, gave chase for about ten minutes, and then went away. The *Homer* subsequently arrived in St. Helens Roads.

The barque, *Général de Sonis*, was picked up by the Dover tug *Lady Crundall*, and passed Dover last evening. She will be anchored in the Downs.

Times,
May 12,
1915.

The Secretary of the Admiralty makes the following announcement :—

On April 8 the tug *Homer*, of the Lawson Steam Tugboat Company (Limited), was towing the French barque *Général de Sonis* up Channel. When off the Isle of Wight a German submarine approached and hailed the master of the *Homer* (Captain H. J. Gibson) to surrender, making a flag signal to that effect at the same time.

Captain Gibson paid no attention, but, awaiting his opportunity, slipped the tow rope of the barque and steered straight for the submarine under a shower of bullets from the enemy's machine gun.

The *Homer* missed the submarine's stern by three feet, and then steered for the Owers lightship, pursued by the enemy, who fired a torpedo, which passed close to the tug.

After a chase of half an hour the submarine gave up the pursuit, and Captain Gibson brought the *Homer* to Bembridge, Isle of Wight, with seven bullet holes in his vessel.

The *Général de Sonis* arrived at Dungeness under sail.

SINKING OF THE *CHATEAUBRIAND*

German submarines have attacked several British merchant vessels and the French sailing vessel *Chateaubriand*, which was sunk on April 8th by a torpedo. The crew had time to take to the boats, which ultimately reached Tréport. C.O.

GERMAN ACCOUNT OF A FIGHT IN THE NORTH SEA

The following statement, dated Berlin, May 9, says the Press Bureau, has been officially circulated through German wireless stations and received by the Marconi Company: *Times*, May 12, 1915.

Main Headquarters reports as follows:

'Some weeks ago a large number of reports were current, which originated in Norway, to the effect that near Bergen, on the Norwegian coast, during the night from April 7 to April 8, heavy sea fighting between English and German ships had taken place. Ships coming from that direction also reported that they had seen squadrons of warships. On the night in question gunfire by the aid of illuminating rockets had been noticed. With regard to these reports some light has now been thrown on the matter by the commander of the *A.E. 2*, which was destroyed in the Dardanelles.

'According to a letter which came into our possession re the North Sea fight, which is said to have taken place, the *Superb* is said to have been sunk and the *Warrior* is said to have been sinking, without the German Navy having suffered any loss. On Friday, April 9, a number of cruisers are said to have arrived in a badly damaged condition. The *Lion* was very badly damaged. The official reports say nothing of all this.

'Similar reports have come to hand from reliable neutral sources which were known soon after the battle, and they are to the effect that a number of badly damaged and slightly

damaged ships had reached English ports for repairs. The manner in which they had been damaged was left unexplained.

'A specially large number of damaged ships ran into the Tyne. A damaged cruiser was towed into the Tyne. A ship of the line, with a starboard list and with her aft funnel missing, was towed into the Firth of Forth.

'The silence of the Admiralty on all this is easily to be understood. As the German Navy took no part in any fight on the night in question, and as a fight with neutral vessels is out of the question, a battle can only have taken place between ships of the British Fleet which did not recognise each other in the darkness.'

The Secretary of the Admiralty states that 'there is not a word of truth in this fabrication. It is, however, interesting as a mark of the anxiety of Germany at the present moment to make an impression on neutral States.'

DARDANELLES

Paris, April 9.

An official Note says :

Times,
April 12,
1915.

The Eastern Expeditionary Force, placed under the command of General d'Amade, and concentrated at Bizerta to effect its organisation, has completed its Levant voyage under the best conditions. It has been ready since March 16 to give its help to the Allied Fleets and to the British Expeditionary Force.¹

¹ [See
p. 158.]

It was desirable that during the period of waiting the stay of the troops on the transports should not be prolonged, and with this in view the hospitality offered to them in Egypt was accepted. The French forces have been disembarked at Alexandria and are quartered close to the port, at Ramleh, a popular watering-place in the delta.

They are resting there, and at the same time completing their organisation and combination. They are in a position to embark without delay for any destination where their presence may become necessary. Their review by General d'Amade created a most favourable impression on all who witnessed it.—*Reuter.*

NOTICE TO MARINERS

(No. 292 of the year 1915)

UNITED KINGDOM

*Pilotage Stations established at certain Ports on account of defensive Mine-fields*L.G.,
April 13,
1915.*Former Notice (No. 154 of 1915¹) hereby cancelled*

With reference to the extension of the system of Mine defence, notice is hereby given that Pilotage is now compulsory at the following ports for all vessels (including fishing vessels) which have a draught of over eight feet, and that it is highly dangerous for any vessel to enter or leave such ports without a pilot. Fishing and other small vessels having a draught of over eight feet are to assemble at the Pilotage stations, and will be conducted into and out of port in groups.

¹ [See
P. 34.]

(1) FIRTH OF FORTH.—All incoming vessels are only permitted to enter the Firth of Forth during daylight hours; they are to pass between the Isle of May and Anstruther Wester, thence they must steer a direct course for Kinghorn Ness. On approaching Inchkeith, the Pilot vessel in the North channel is to be closed, and a pilot embarked.

Vessels are warned that they should on no account pass to the southward of a line joining the north point of the Isle of May and Kinghorn Ness, until in the longitude of 3° W., when course may be shaped for the centre of North channel.

Outward bound vessels should steer to pass the longitude of 3° W. in latitude 56° 06' 30" N., then shape course to pass between Anstruther Wester and the Isle of May.

The above orders apply to vessels proceeding to *any* port in the Firth of Forth, whether to the eastward of Inchkeith or not.

(2) MORAY FIRTH.—All vessels bound to Cromarty or Inverness must call for a pilot at Wick or Burghead.

Outgoing vessels are to discharge their pilots at one or the other of these places.

It is dangerous for any vessel to be under way to the south-westward of a line joining Findhorn and Tarbat Ness without a pilot.

(3) SCAPA FLOW.—All entrances are dangerous and entry is absolutely prohibited by any of them except as provided in succeeding paragraphs.

Examination services have been established in the entrances to Hoxa and Hoy Sounds; vessels wishing to enter must communicate with the Examination vessel, and follow the instructions received from her very carefully.

The only vessels permitted to enter Hoy Sound from the westward, are those bound for Stromness: vessels cannot enter Scapa Flow from Stromness.

Vessels are not permitted to enter Hoxa or Hoy Sounds by night.

Passage through Cantick Sound is entirely prohibited.

Note.—This Notice is a repetition of Notice No. 154 of 1915, with additions to paragraph (3).

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY, *Hydrographer.*

Hydrographic Department, Admiralty,

London, 10th April 1915.

BELGIAN RELIEF SHIP SUNK

Rotterdam, April 10.

Times,
April 12,
1915.

The sinking of the Belgian relief ship *Harpalyce* to-day by a German submarine amounted to particularly cold-blooded murder of some seventeen innocent men. I have just seen the survivors, who were brought by the Dutch steamer *Elizabeth* to Rotterdam. Their stories only need repeating to show German conduct in a light which will still further increase, if possible, the indignation and contempt of the civilised world.

The *Harpalyce* left here at 3 o'clock this morning for Norfolk, Virginia, in ballast. She flew a large white flag bearing the words, 'Commission for Belgian Relief' in very large letters, visible for about eight miles. The same inscription was painted in large characters on both sides of the vessel. She had aboard a crew of forty-four, of whom eight were British, one Dutchman, one Indian, one Finn, and the remainder Chinese.

5] When nine miles north-east of North Hinder lightship she was torpedoed at 10 o'clock without warning by a submarine. Almost the whole side of the vessel was blown away. The torpedo struck the starboard side of the ship, which immediately filled with water and sank within four or five minutes. Two or three other vessels were in the neighbourhood at the time. One, the *Elizabeth* (Captain K. Matroos), was about a mile distant, and saw the *Harpalyce* sinking. The *Elizabeth* immediately made for her and saved many lives. Her crew showed the greatest humanity, and brought the survivors to Rotterdam, where they are being cared for.

The third officer, named Llewellyn, was on the bridge when the torpedo struck the *Harpalyce*. He told me that a terrific explosion occurred, *débris* of all kinds being projected to a great height above the vessel, with clouds of steam and a huge column of water. Captain Wawn, captain of the *Harpalyce*, was in his cabin at the time. He immediately rushed out and ordered the boats to be lowered, but there was no time to execute the orders. Mr. Llewellyn, looking round to see whether any other vessels were in the vicinity and were approaching to render assistance, saw the periscope of the submarine, which was then travelling in a northerly direction.

Members of the crew of the *Harpalyce* described to me the rapidity with which she sank. Two men got into a lifeboat, but it filled with water. They began to bale her, and she remained afloat. They rescued about nine others, who were struggling in the water. Some were injured by wreckage, and had limbs broken and bruised.

ENGINEER'S ESCAPE THROUGH SKYLIGHT

There was a second explosion due to water entering the engine-room. Henry Horwood, the first engineer, was in the engine-room and slipped on a lifebelt. He escaped from the engine-room by the skylight, and was sucked under by the sinking vessel. He suffered severely from the shock of the immersion and bruises. He told me that he owes his life entirely to the lifebelt, but for which he would never have come to the surface again. He saw Wawn in the water. His chief officer, Johanson, a Russian Finn, had his arm round

the captain, endeavouring to support him. Both are missing, also the fourth engineer, who was a native of Bombay, and the steward and an apprentice, names unknown.

Those saved include Walter George, second officer; Llewellyn, third officer; Henry Horwood, first engineer; John Turnbull, second engineer; John Wadley, third engineer; Arie Pieters, a Dutchman, fifth engineer. About twenty-one Chinese were also saved.

When the *Elizabeth* arrived on the scene the crew were struggling in the water. Some were in a boat, others clinging to wreckage. It is remarkable that so many lives were saved, as the sea was choppy and the wind strong. The survivors all suffered severely from shock and exposure.

The Dutch steamer *Constance Catherine* (Captain Kuyper) rescued five Chinese. The steamer *Ruby*, from Rotterdam, is reported to have been stopped momentarily by the submarine. The *Ruby* is proceeding to New York. It is considered possible that she rescued two men.

* * * The *Harpalyce* was a four-masted steamer of 5940 tons, built by W. Gray and Co. in 1911, and owned by J. and C. Harrison (Limited). The *Harpalion*, a sister-ship, was torpedoed off Beachy Head on February 24, while bound from London for Newport News, U.S.A. (See *Naval* 3, p. 462.) Three Chinese members of the crew were killed, and two other men, who were scalded, were taken ashore on stretchers.

Amsterdam, April 13.

The *Telegraaf* publishes the text of the certificate which the German Minister at The Hague gave before the vessel's departure to the captain of the *Harpalyce*, which was torpedoed by a German submarine. It is in the following terms:

In accordance with an agreement between the Imperial Government and the Government of the United States, the undersigned German Imperial Minister certifies that the steamer *Harpalyce*, Captain F. Wawn, port of origin London, has exclusively transported cargo of the American Commission for the Relief in Belgium of the needy Belgian civil population.

This safe-conduct has been drafted under the following conditions:—

(1) It is valid only for the present return journey.

(2) It must, immediately after the arrival of the ship in an American port, be handed over to a German Consul or to the Imperial Ambassador at Washington.

(3) The captain has declared on his honour that he will refrain from actions on journey to and from which could assist the enemies of Germany.

(4) Vessels of the Imperial Navy have the right to search the vessel, and all assistance must be given in order to expedite such examination.

(5) Non-compliance with these conditions deprives the ship of all right to privileged treatment.

It was added that the course round the north of the Shetland Islands was recommended, and the vessel was urgently warned not to take a course through the waters declared to be a war zone by Germany, and especially the English Channel.

The certificate was signed by Baron von Kühlmann.—*Reuter.*

GAZA SHELLLED BY THE ALLIES

Constantinople.

There is no change on the Dardanelles. Two enemy *K.V.*,
cruisers bombarded the town of Gaza on the Syrian coast for *April 10,*
two and a half hours with intervals, and damaged a part of the *1915.*
harbour mole; the town suffered no damage.

THE KRONPRINZ WILHELM AT NEWPORT NEWS

Newport News, April 11.

Mr. Daniels, Secretary of the Navy, has been notified of the arrival of the *Kronprinz Wilhelm*. The Government will take the same steps regarding her stay as in the case of the *Prinz Eitel Friedrich*.

The *Kronprinz* has on board sixty-one prisoners taken from her last victims, the steamers *Tamar* and *Daleby*.—*Reuter.*

The German Ambassador to the Secretary of State

(Translation)

*Imperial German Embassy,
Washington, D.C., April 12, 1915.*

U.S.D.C.

MR. SECRETARY OF STATE,—In continuation of my note of the 11th instant I have the honour to inform your Excellency that S.M.S. *Kronprinz Wilhelm* would like to land at Newport News sixty-one persons belonging to the crews of enemy vessels sunk by her.

The ship further stands in urgent need of repairs to restore her seaworthiness and has to replenish her supply of coal and provisions. The commander has asked me to procure for him permission to undergo the aforesaid necessary repairs at the Newport News shipyard, and announced that the extent and time of the repairs could only be made known upon the completion of the survey now on foot.

In compliance with the request of the commander of S.M.S. *Kronprinz Wilhelm*, I beg your Excellency to take the necessary measures and in particular to allow the ship to stay at Newport News beyond the twenty-four hours prescribed by law in accordance with Article 14 of the 13th Convention of the 2nd Conference of The Hague of October 18, 1907.

Accept, etc.,

For the Imperial Ambassador,

HANIEL.

*The Secretary of State to the German Ambassador**Department of State,
Washington, April 21, 1915.**ibid.*

EXCELLENCY,—In reply to your note of the 12th instant requesting the hospitality of the port of Norfolk for S.M.S. *Kronprinz Wilhelm*, I have the honour to inform you that the Department has received the report of the board of naval officers who have made an examination of the cruiser with a view to ascertaining the repairs which the vessel may undergo in American waters. From this report it appears that the time required for repairs will consume a period of six working days, but that the proposed repairs will not cover the damage

to the port side of the cruiser incident to the service in which the vessel has been engaged.

The Government has concluded, therefore, that S.M.S. *Kronprinz Wilhelm* will be allowed until midnight of the close of the 29th day of April next to complete the proposed repairs in the port of Norfolk, and that she will be allowed twenty-four hours in addition, or until midnight of 30th day of April, to leave the territorial waters of the United States, or, failing this, that she will be under the necessity of accepting internment within American jurisdiction during the continuance of the wars in which your country is now engaged.

It is expected that in accordance with the President's proclamations of neutrality S.M.S. *Kronprinz Wilhelm* will not depart from the port of Norfolk within twenty-four hours after a vessel of an opposing belligerent shall have departed therefrom.

This information has been confidentially conveyed to the collector of customs at Norfolk for transmittal to the commander of the *Kronprinz Wilhelm*.

Accept, etc.,

For the Secretary of State,

ROBERT LANSING.

Washington, April 26.

The commander of the *Kronprinz Wilhelm* has decided to intern the vessel at Newport News.—*Reuter*.

STEAMER WAYFARER TORPEDOED

London.

The British passenger boat *Wayfair*,¹ of 9000 tons, was torpedoed off the Scilly Islands. The ship was towed to Queenstown.—*Reuter*.

K.V.,
April 12,
1915.

¹ [*Wayfarer*. See p. 334]

TURKISH CAMP BOMBARDED

Paris, April 13.

The Ministry of Marine has issued the following *communiqué* :—

'Yesterday, with the help of hydroplanes the French

Times,
April 14,
1915.

battleship *St. Louis* bombarded a large Turkish camp in the neighbourhood of Gaza.'

THE FEAT OF THE *THORDIS*

Times,
April 13,
1915.

At the Mansion House yesterday the Lord Mayor presented to Lieutenant Bell, captain of the *Thordis* (see *Naval* 3, pp. 464-467), the sum of £500 offered by *Syren and Shipping* to the captain and crew of the first British merchant steamer to sink an enemy submarine. The Lord Mayor was accompanied by the Lady Mayoress, and among those present were :—

Lord Inchcape (Chairman of the P. and O. Company and British India Company), Sir J. Fortescue Flannery, M.P., Sir F. Green (Orient Line), Sir E. E. Cooper, Sir A. Rollit, Mr. W. Petersen, Rear-Admiral Inglefield (Secretary, Lloyd's), Sir H. Acton Blake (Trinity House), Mr. Cuthbert Laws (Shipping Federation), Mr. W. Townend (Messrs. W. Runciman and Co.), and M. Marconi.

The Lord Mayor said that Lieutenant Bell's feat had been performed at a time when neither captain nor crew of the *Thordis* had any knowledge of the offer of a prize. He had received a letter from Mr. Runciman (President of the Board of Trade) expressing regret that he could not be present. In his letter Mr. Runciman wrote: 'Every successful effort to rid the seas of the inhuman pests which have now become the only expression of German failure afloat, is well worthy of distinction. Lieutenant Bell has shown that courage and resource which is characteristic of the British merchant service.'

Lord Inchcape said that Admiral Von Tirpitz never made a greater mistake than when he imagined his 'sunk-at-sight' or 'ten minutes for boats' policy would carry terror to the hearts of British seamen or those who took passage in British ships. The spirit and intuition of captains of the P. and O. and British India steamers were shown by an answer of the captain of the *Caledonia*: 'If we see a submarine we shall either sink him or give him a run.' Lieutenant Bell, with his slow-moving little steamer, could not give his assailant a 'run,' but he gave him a 'ram' and sent him to the bottom.

If the Kaiser fondly hoped that he could stop communication with these islands by any such means he was woefully mistaken. Lord Inchcape went on to explain that Lieutenant Bell would receive a cheque for £330, being 50 per cent. of the amount offered, with the additions.

The Lord Mayor, in making the presentation, assured Lieutenant Bell that he had the best wishes of the whole British nation. The decoration which the King had bestowed on him showed that His Majesty had a kindly eye for the seamen in the merchant ships.

Lieutenant Bell said he was grateful that he and his crew had come safely through the incident on February 28, and he was grateful also for the honour of being permitted to do something in a practical way for King and country. He firmly believed they were the means of saving valuable lives, for just after they were attacked, he saw two large mail steamers or transports approaching the vicinity where the submarine disappeared. He had done his duty as many others had who had not been honoured as he had been, and he hoped he might be spared for further service. He was very proud of the distinction with which the King had honoured him, and the kind words spoken to him in that personal interview, which would be in his memory to the last day of his life.

LIVE TORPEDOES ADRIFT

Paris, April 13.

The following *communiqué* has been issued by the Minister of Marine :—

Contrary to Article 1 of the Hague Convention, which forbids the use of torpedoes which do not become harmless after they have missed their mark, examination of torpedoes from German submarines recently found in the English Channel proves that their immersion apparatus had been systematically jammed so as to turn the torpedo into a floating mine. This is a fresh violation of international law.—*Reuter.*

DARDANELLES

Constantinople.

Main Headquarters reports: Yesterday a few enemy *K.V.*, observation ships at the outlet of the Dardanelles fired at April 13,

our batteries situated in the region of the entrance to the Straits, for half an hour without result. An enemy cruiser and a torpedo-boat were then struck by shells.

GERMAN OPERATIONS IN THE BALTIC

Copenhagen.

K.V.,
April 13,
1915.

According to official reports from Petrograd, a German cruiser bombarded the village of Bowendtschoff, at the mouth of the Swenta River and the Russian Baltic coast. The German guns fired about twenty rounds at the enemy positions.

FRENCH AND ENGLISH STEAMERS TORPEDOED IN THE CHANNEL

Paris.

ibid.

The French steamer *Frederick Frank* was torpedoed yesterday off Portsmouth. The crew was saved. The English steamer *President*, of Glasgow, was also sunk by a German submarine near the Eddystone on Saturday. In this case also the crew was saved. The English steamer torpedoed yesterday off Scilly was called *Wayfarer*.—*Havas Agency.*

OPERATIONS IN THE PERSIAN GULF AND MESOPOTAMIA

FIELD OPERATIONS

*Parliamentary
Paper,
(Cd. 8074),
1915.*

The Governor-General in Council has much pleasure in directing the publication of the following letter from the Chief of the General Staff, dated July 29th, 1915, submitting a despatch from General Sir J. E. Nixon, K.C.B., Commanding, Indian Expeditionary Force 'D,' describing the operations in the vicinity of Shaiba—April 12th to 14th, 1915. The Governor-General in Council concurs in the opinion expressed by His Excellency the Commander-in-Chief, regarding the conduct of the troops engaged in the operations and the manner in which the latter were carried out. His Excellency in Council also shares the opinion of the Commander-in-Chief that the manner in which the attack on April 14th,

DOCUMENTARY HISTORY—NAVAL

1915, was executed, reflects the greatest credit on Major-General C. J. Melliss, V.C., C.B., and on the troops engaged.

From Lieutenant-General P. Lake, Chief of the General Staff, to the Secretary to the Government of India, No. 11741-I, dated Simla, July 29, 1915

I am directed by His Excellency the Commander-in-Chief in India to submit for the information of the Government of India the following report :

Report by General Sir J. E. Nixon, K.C.B., Commanding Indian Expeditionary Force 'D,' on the Operations in the vicinity of Shaiba, April 12th to 14th, 1915.

1. His Excellency considers that the conduct of the troops in these operations was exemplary throughout, that the operations were skilfully carried out and that, in particular, the manner in which the attack on April 14th was executed reflects the greatest credit both on Major-General Melliss and on the troops engaged.

2. His Excellency recommends that this report be treated as a despatch and published in the *Gazette of India*.

GENERAL HEADQUARTERS.

INDIAN EXPEDITIONARY FORCE 'D'

From General Sir John Eccles Nixon, K.C.B., Commanding Force 'D,' to the Chief of the General Staff, Simla, No. 168-40, dated Basrah, May 6, 1915

I have the honour to forward for the information of the Government of India, the accompanying despatches from Major-General C. I. Fry, regarding the fighting at Shaiba on April 12th, and from Major-General C. J. Melliss, V.C., C.B., regarding the action at Shaiba on the 13th, followed by the defeat of the Turkish forces on the 14th at the battle of Barjisiyah.*

* [These despatches, and other portions of the present despatch which are wholly military in character, are omitted here. They will be found in the *Military Division*.]

5. The actions themselves are described by the Commanders, and I will now pass on to the part played by the Euphrates Blockade Flotilla, consisting of armed launches, small steamers, and gun barges on which were mounted two 4.7 in., one 12-pr., and three 3-pr. Naval guns, one 5 in. B.L. and one 18-pr. gun. This flotilla, under the command of Lieutenant-Colonel R. P. Molesworth, R.G.A., was enabled to do good service, aided as it was by the valuable assistance of Lieutenant A. G. Seymour, R.N., H.M.S. *Espiègle*, officers and men of the Royal Navy on this station.

When the fighting commenced round Shaiba on the 12th, this flotilla was operating off Nakhailah intercepting supplies, which were coming to the enemy across the water in 'mahailas' (country boats of from 30 to 80 tons burthen).

The Officer Commanding the Blockade, having observed the action of Barjisiyah on the 14th, approached Nakhailah early on the morning of the 15th, and, finding that many of the enemy were escaping in native craft, at once gave chase and pursued them to Ratawi, destroying 8 and capturing 4 large 'mahailas'; a heavy gale on the following day forced him to lie to.

On the 17th he reached Chubashiah, but found it entirely deserted. The enemy were seen retiring in scattered groups across the desert, and though he fired a few rounds at them, they offered no target. It would appear, from subsequent information, that, during their retreat, the enemy were harassed and robbed by their former allies, the Arabs, and that they fled across the desert in wild confusion, scarcely halting until they reached Kamsieh, a distance of close on 90 miles from the scene of their defeat, so thoroughly disorganised were they.

II. In addition I wish to mention the following who prominently came to my notice, and who were not under the orders of either Major-General Fry or Major-General Melliss:

Lieutenant-Colonel R. P. Molesworth, R.A., for some weeks commanded the Euphrates Blockade Flotilla, which, with the aid of the Royal Navy, often under extremely

arduous and hazardous conditions, did excellent service in stopping the enemy's supplies and harassing his retreat. Lieutenant-Colonel Molesworth has shown much enterprise and energy in these duties, and also in reconnaissance work which has been most valuable.

Captain C. A. Pogson, 117th Mahrattas, has done very valuable intelligence work in connection with the Euphrates Blockade and showed much enterprise and daring. He has probably undergone more continuous hardships than any other individual in the force.

Lieutenant R. H. Dewing, Royal Engineers.—On April 15th, the Euphrates Blockade guns drove two 'mahailas' (large country cargo boats) into the reeds. Lieutenant Dewing went in after them and destroyed them with explosives.

Lieutenant Commander A. G. Seymour, R.N. (H.M.S. *Espiègle*).—The guns and gun crews of the Royal Navy under this officer have contributed largely to the success of the Euphrates Blockade, while his advice on naval matters and constant support were most valuable to the Officer Commanding.

EXPLOIT OF THE *RENARD*

Tenedos, April 14.

His Majesty's destroyer *Renard* yesterday entered the Dardanelles on a scouting expedition. She ran up the Straits at high speed for ten miles, penetrating probably farther than any of our ships has yet done. A heavy fire was directed at her, but she was not hit. His Majesty's ship *London* entered the Strait after her, and drew most of the enemy's fire.

The batteries on the Asiatic side, especially the howitzers behind Erenkioi, were active, but those on the European side were quiescent. It is possible that the Turks have withdrawn most of their artillery from here in order to mass it quickly at any spot the Allied armies may choose for landing.

A battery was bombarded by His Majesty's ship *Triumph* on Saturday. It has apparently been permanently put out of action. The weather is rainy and murky, hindering aerial reconnaissance.—*Reuter*.

DARDANELLES

*Constantinople.*K.V.,
April 15,
1915. Headquarters reports as follows :—

Yesterday afternoon an enemy armoured cruiser bombarded the fortifications of the Dardanelles from the entrance onwards at long range and without result. Four shells from our batteries hit the armoured cruiser, and a fire broke out on board. The ship steamed away immediately in the direction of Tenedos.

The Russian fleet bombarded Eregli and Zunguldak yesterday, after which it sailed away in a northerly direction. Its only result was the sinking of a few sailing ships.

There is no change in the other theatres of war. We do not consider it worth while to describe as warlike events the temporary, aimless, and unsuccessful bombardment of villages by ships which are constantly cruising on the Syrian coast.

*Constantinople.*K.V.,
April 17,
1915.

In the afternoon of April 14 the English battleship *Majestic* bombarded the land positions near Gaba Tepe (Bay of Saros). The fire was returned, and after a few shots the *Majestic* was compelled to retire. On the *Majestic* again attacking a few of the advanced batteries in the afternoon of April 15, she was caught by the fire of the Turkish forts and received three hits, *i.e.* two behind the navigating bridge and one between the funnels. The ship turned away, and was replaced by the battleship *Swiftsure*, which continued the bombardment without success.

During the nights from April 13 to 14, and 14 to 15, enemy torpedo-boats attempted to penetrate into the Dardanelles, but they were easily repulsed. A German airman dropped two bombs, which struck and exploded on board enemy colliers near Tenedos.

HERR BALLIN ON THE WAR

*New York, April 13.**Times*,
April 15,
1915.

I am permitted by the editor of the *New York World* to send you extracts from an account of an important interview,

which will appear to-morrow, with Herr Ballin (head of the Hamburg-Amerika line), who, in the enforced idleness of the German merchant marine, has been appointed by the Emperor purchaser of supplies for the German Army and Navy.

The importance of the interview is derived from the fact that it took place in Hamburg immediately after the return of Herr Ballin from the front, where he had a long audience with the Emperor, whose views of the war he was authorised to communicate to the *New York World* for American consumption.

Herr Ballin quoted to the correspondent the usual assurances conveyed to him personally by the Emperor :—‘ I never desired this war. Every act of mine in the twenty-six years of my government proves that I did not want to bring about this or any other war.’

‘ Who, then,’ asked the correspondent, ‘ does the Emperor consider responsible for the war ? ’ To this question Herr Ballin made the following extraordinary answer, which amounts virtually to a confession that Germany would have avoided war had she known that Great Britain would participate in it :—‘ We all feel that this war has been brought about by England. We honestly believe that Sir Edward Grey could have stopped it. If, on the first day, he had declared “ England refuses to go to war because of the internal questions between Serbia and Austria,” then Russia and France would have found a way to compromise with Austria. If, on the other hand, Sir Edward Grey had said England was ready to go to war, then, for the sake of Germany, probably Austria might have been more ready to compromise. But, by leaving his attitude uncertain and letting us understand that he was not bound to go to war, Sir Edward Grey certainly brought about the war. If he had decided at once, one way or the other, Sir Edward Grey could have avoided this terrible thing.’

Of the significance of this admission Herr Ballin seemed to be utterly unaware, for he proceeded to dilate with pride on the part taken in the war by the Emperor, who, he assured the correspondent, was directing every detail of the campaigns on both fronts. The Emperor, Herr Ballin said, was in excellent health and spirits, and full of optimism, which was re-

flected in the words, 'I am in the field with my brave soldiers, and I am certain that victory will be ours.'

'How long will the war last?' asked the correspondent. 'I wish I knew,' replied Herr Ballin. 'But you have just come from the Emperor. Did not he tell you?' The malice of this question was quite accidental, for Herr Ballin answered, 'It is true I have just come from the Emperor, but I am sorry to say I do not think that even His Majesty could answer your question. The Emperor does not know either.'

Herr Ballin proceeded to boast of Germany's abundant supply of troops, food, and ammunition, and said the nine milliards of marks (£450,000,000) subscribed by the nation to the latest war loan showed what the German people believed would be the outcome of the war. 'As a matter of fact,' he observed, with a grin, 'Russia is feeding our Army in the east, and in the west Belgium and France are doing us the same favour. So you see there is no cause for worry. Time is in our favour, for, whereas our enemies are depleting their resources by spending their money abroad, we are making all our own supplies, and keeping all our money circulating within the Empire.'

Herr Ballin next informed the correspondent that Germany's exports are being carried to America in American cotton vessels as well as by Scandinavian and Dutch steamers. 'Here is an astonishing fact,' he said. 'Our exports to America in January last showed scarcely any falling off, while those from Austria were larger than in the same month of 1914.' As for the future, Herr Ballin professed supreme confidence. 'We have just closed a contract,' he said, 'for seven new steamers, each with a carrying capacity of 17,000 tons, which, when peace is declared, will trade with the United States and, through the Panama Canal, with South America. As soon as the war is over all ill-feeling between our country and America will disappear, and you will see a boom in business the like of which has never been known. Shipping will not only be re-established, but there will be an unprecedented demand for cargo steamers. Supplies which have run short because of the war will be replenished, everybody will want his goods shipped immediately, and Germany and the United States will profit from the boom more than other nations.' Herr Ballin concluded by observing that

the Allies' warships will never attempt to approach the German coast, as the mouth of the Elbe is hermetically sealed by an unbroken line of mines.

The following is the letter from Herr Ballin published, without his name, in *The Times* of August 12, 1914. As it reached us on August 2, and was dated the same day, it was evidently timed to appear on the morning of August 3, the day when Sir Edward Grey was to reveal to the House of Commons the causes which made war inevitable. The object of the letter was undoubtedly to influence British political opinion in favour of Germany. Since the statements it contained were false, we withheld it from publication until August 12 :—

Times,
April 15,
1915.

‘ August 2, 1914.

‘ I hear with astonishment that in France and elsewhere in the world it is imagined that Germany wants to carry on an aggressive war, and that she had with this aim brought about the present situation. It is said that the Emperor was of the opinion that the moment had come to have a final reckoning with his enemies ; but what a terrible error that is ! Whoever knows the Emperor as I do, whoever knows how very seriously he takes the responsibility of the crown, how his moral ideas are rooted in true religious feeling, must be astonished that any one could attribute such motives to him.

‘ He has not wanted the war ; it has been forced upon him by the might of circumstances. He has worked unswervingly to keep the peace, and has, together with England, thrown his whole influence into the scales to find a peaceful solution, in order to save his people from the horrors of war. But everything has been wrecked upon the attitude of Russia, which, in the middle of negotiations which offered good outlook of success, mobilised her forces, wherewith she proved that she did not mean in earnest what her assurances of peaceful intentions indicated.

‘ Now Germany's frontiers are menaced by Russia, which drags her Allies into the war ; now Germany's honour is at stake. Is it possible under these circumstances that the most peace-loving monarch can do otherwise than take to the

sword in order to defend the most sacred interests of the nation?

And, finally, the German people! In them is firmly rooted the word of Prince Bismarck against aggressive wars: "One must not try to look into the cards of Fate."

'It must be stated again; Russia alone forces the war upon Europe. Russia alone must carry the full weight of responsibility.'

THE KATWYK TORPEDOED

Amsterdam, April 15.

'What next?' was the question that Dutch people asked themselves this morning, as they gathered in little knots to read a bulletin in the shop windows, announcing the sinking of the Dutch ship *Katwyk*.

This 2000-ton steamer, according to the *Telegraaf*, was bound, with a Government cargo of grain, from Baltimore to Rotterdam, when she was torpedoed off the North Hinder lightship. The crew was saved and taken to Flushing by a tug.

Details of the affair have just been received from the *Telegraaf's* Flushing correspondent. The *Katwyk's* crew arrived at Flushing at four o'clock this afternoon on board the steamer *Flushing*, which brought them from the North Hinder lightship. The crew of twenty-three were all well, but tired. They were immediately taken to the Hotel Zealand, where the Dutch naval captain von Leschen was awaiting Captain Teensma, of the *Katwyk*, to inquire into the circumstances.

Meanwhile the crew reported that the *Katwyk* had anchored six miles from the North Hinder lightship about 8 o'clock on Wednesday evening. The wind was fresh, so the Dutch flag was fully displayed. It was not quite dark, and the flag must have been recognisable at some distance. The watch was on deck, the remainder of the crew being below at supper. After the ship had been anchored about a quarter of an hour, all her lights being up, a loud explosion suddenly alarmed the crew, who ran on deck and shouted with the watch, both in English and German, that the ship was Dutch.

That the ship had been torpedoed was soon evident. There

was an enormous hole in the port side, and the ship immediately began to burn. She had been torpedoed in the second hold, near a watertight compartment. It was impossible to extinguish the fire, and the ship having already begun to sink, the crew calmly obeyed the officers' command to prepare the lifeboats. While doing so they saw the submarine, which had hitherto been unnoticed. She was too remote for the crew to identify her nationality, but it is certain that the ship was torpedoed without the slightest notification.

The crew entered two boats, one commanded by the captain, the other by the first mate. When the boats were at some distance from the *Katwyk* she disappeared. The *Katwyk* only floated for twenty minutes after being torpedoed, and the crew were unable to save their belongings, most of them bringing away only the clothes they were wearing. The captain, however, saved the ship's papers. Fortunately, the watch had just been changed at the moment that she was torpedoed, therefore no one was in the cabins. The fact that no lives were lost is attributable to this circumstance. Both the boats went to the North Hinder lightship, where the crew passed the night.

The *Katwyk's* case differs from that of the *Medea* in two important respects. The *Katwyk* was carrying a cargo of grain consigned to the Netherlands Government, when she was torpedoed without warning.

The incident has revived the uneasiness and alarm occasioned by the sinking of the *Medea*. No people are more peaceably inclined than the Dutch, who fully realise how serious a calamity war would be for their country. The object-lesson of Belgium has not been lost upon them. The Dutch have no desire to see the Netherlands afflicted with all the sorrow and misery which have befallen their neighbours. This attitude is natural on the part of a small nation, of which the whole population does not exceed six millions, or no more than that of London alone. Therefore, those who imagine that the Netherlands will lightly draw the sword are destined to be disillusioned. Holland will not make war unless circumstances become too strong for her.

The question arises, however, whether the Germans are presuming on the patience of the Netherlands, which, of course, has its limits.

Great disappointment is undoubtedly felt in Holland at this latest incident, because it was hoped that, after the publication of the Netherlands *communiqué* concerning the recent German-Dutch shipping incidents, any immediate cause for anxiety had been removed. Germany gave Holland to understand that those incidents did not indicate any change in Germany's line of policy. It was pointed out in the *Nieuwe Courant* only last Sunday that no further action by German submarines against Dutch ships in particular had been heard of since the Dutch Minister at Berlin pointed out how much public opinion in the Netherlands had been disquieted by the sharp measures of the German Navy in the last week of March.

Times,
April 16,
1915.

The sinking of the *Katwyk* is the latest of a series of provocative acts by German submarine crews and airmen against Holland. Three weeks ago the steamship *Medea*, of Amsterdam, was stopped off Beachy Head by the *U 28*, and, after the crew had been ordered into the boats, was sunk by gunfire. On April 1 a Rotterdam ship, the *Schieland*, 1100 tons, was blown up in the North Sea, near Spurn Head. In this case no submarine was seen, but the chief mate stated that as the steamer was struck opposite the engine-house instead of in the fore part of the ship, it was unlikely that the explosion was caused by a mine. On March 23 the *Mecklenburg*, 2885 tons, was pursued by a German steam trawler, which fired three shots at her. A few days earlier the Germans seized the *Batavier V.*, 1500 tons, and the *Zaanstroom*, and took them to Zeebrugge, and bombs were thrown from an aeroplane at the *Zevenbergen*.

Amsterdam, April 16.

Times,
April 17,
1915.

Captain Teensma, of the *Katwyk*, arrived at Rotterdam to-night with the crew of the *Katwyk*.

He stated that the steamer was about seven miles west of the North Hinder lightship on Wednesday evening when he anchored for fear of mines, and ordered that in addition to the anchor light a large petroleum gaslight should be shown. A frightful explosion occurred while this was being done. The deck was blown open and the crew were covered with water and grain.

The watch on the bridge had seen nothing, but a few seconds after the *Katwyk* was torpedoed he saw the periscope of a submarine. The ship sank quickly. Both boats were launched. All the crew entered them and rowed behind the *Katwyk*. The crew believed they saw a couple of ghost-like lights when they came close to the submarine, and the captain called for help. There was no answer, however. The submarine, on the contrary, went away as quickly as possible from where the *Katwyk's* crew were.

Far from losing their heads over the incident, the Dutch have never been more self-possessed than at the present moment. Their indignation and disgust at this outrage are as great as would be those of any other neutral people whose property had been wantonly destroyed and whose fellow-countrymen's lives had been exposed to the gravest peril under similar conditions. Newspaper comment to-day gives forcible expression to these feelings, a chorus of protest being uttered in journals of all shades of opinion. Counsels of self-restraint are not wanting, however, and it is pointed out that the duty of the Dutch is to strengthen the hands of their Government in dealing with exceptional difficulties at a time when calm and sober handling of affairs is of the utmost importance.

The announcement of the Wolff Bureau this morning that the German Government has already instituted an investigation into the torpedoing of the *Katwyk* is regarded as an indication that Germany realises the seriousness of the situation created by this latest exploit, and desires to reassure the Netherlands. It is recognised, however, that nothing can acquit either the German Government or German sailors of the responsibility for the consequences of this sea crime.

The Germans seem convinced that Holland will submit to every injustice, indignity, and outrage rather than have recourse to arms. This opinion may prove unfounded. The *Handelsblad* to-night points out that, while all the Netherlands desires to remain outside the war, it is possible for peace to be purchased at too high a price.

Amsterdam, April 16.

Dr. Ludwig Stein, according to a Berlin telegram, writes *ibid.* as follows in the *Vossische Zeitung* :—

' We must quickly oppose the view that the sinking of the

Medea and the *Katwyk* is contrary to international law or involves any change of German policy towards Holland. The sinking of the *Medea* and the *Katwyk* is a parallel case to that of the *William P. Frye*, the American steamer sunk by the *Eitel Friedrich*. The German commander acted in that case completely within the principles of international law as laid down by the London Declaration and the German Prize Law.

‘Of course, differences of opinion exist concerning the validity of the London Declaration because England did not ratify it. If that came to pass then nothing could prevent the formation of a Court of Appeal, but England frustrated it herself.’

Dr. Stein seems unaware that the *Katwyk* was proceeding to Rotterdam from Baltimore with a cargo of grain for the Dutch Government.—*Reuter*.

Amsterdam, April 19.

Times,
April 20,
1915.

The afternoon papers published a Paris telegram, stating that Germany is ready immediately to pay compensation for the *Katwyk* and to offer apologies conformably to the provisions of international law. This seems to go rather further than the facts justify as disclosed in the semi-official German *communiqué*, which speaks of Germany's readiness to make amends if it is proved that the submarine was German.

How far the difficulty or impossibility of identifying the nationality of the submarine may render this condition fatal to the satisfaction of Holland's just claims remains to be seen. It is noteworthy that the *Vaderland*, a Hague journal which it is impossible to accuse of anti-German sympathies, speaking in Friday's issue of the impossibility of an appeal to a Prize Court, says:—‘Wherever we appeal for justice, we may be dismissed with, “Come to the wrong address.”’ Against this view may be set the opinion of the *Handelsblad*, which on Saturday published an article headed ‘Cui Prodest,’ pointing out that there is only one nation which has declared that it will destroy merchantmen on the presumption that they are English ships or carry contraband. The article continues:—‘There is only one nation which torpedoes ships without investigation, regardless of danger for those aboard, and which considers that this is to its advantage. . . . Should

DOCUMENTARY HISTORY—NAVAL

the German Government submit sworn declarations and journals of all submarine commanders, and thus demonstrate that the crime was not committed by a German boat, then we should certainly assume penitential garb. But we are firmly convinced that this will not happen.'

Time will show whether Germany will place the whole responsibility of proof upon Holland or will prove the *Handelsblad's* scepticism to have been unjustified.

Berlin, April 20.

The special Rotterdam correspondent of the *Deutsche Tageszeitung* reports that the description of the boat which torpedoed the *Katwyk*, and the behaviour of the crew, lead one to believe that the vessel was of English nationality.—*German Wireless.*

Amsterdam, May 10.

It is officially stated that the German Government had sent a written declaration to the Dutch Government, dealing with the torpedoing of the *Katwyk*, and admitting that she was sunk by a German submarine.

The commander of the submarine was under the impression that he had to do with an enemy ship, as the distinguishing marks used by neutrals had not, when darkness came on, been illuminated by the *Katwyk*, on the side which was struck by the torpedo. The German Government expresses its sincere regret for the mishap, which was in no way intentional, and undertakes to make compensation for the damage done.—*Reuter.*

DUTCH NEUTRALITY VIOLATED

Amsterdam, April 13.

The *Nieuwe Courant* to-night, referring to reports that the steamship *Main* had a wireless apparatus aboard, says: We learn that the report is so far true. That for this, as well as other reasons, the presence of the merchantman *Main* at Flushing was considered by our naval authorities to be no

longer desirable. After a watch had been placed on the ship a short time ago, it was intimated that if it wished longer to enjoy an asylum in a Dutch harbour it must proceed to another place than Flushing. The ship, therefore, chose to go to Antwerp, which, naturally it had full freedom to do, and it left for that place yesterday.

The *Handelsblad*, referring to the *Main*, says that the report concerning her secret wireless installation is on the whole accurate, so far as its information goes. It adds:— 'There was no question of interning the *Main*, for being a merchantman and not a warship, it could remain voluntarily at Flushing, but the misuse of hospitality extended to the vessel, and the violation of Holland's neutrality in this way is for this reason serious, for a violation of neutrality is what the *Main* committed. It is announced from Flushing that the *Main* has gone to Antwerp. It is not clear why the Netherlands authorities permitted this departure, and had not seized the ship after this discovery.'

The *Main* is a vessel of 10,058 tons, belonging to the Norddeutsche Lloyd, and has been sheltering at Flushing since the outbreak of the war.

The Hague, April 16.

With reference to the departure of the German steamer *Main* from Flushing, it is semi-officially announced here that military considerations led the authorities to consider it undesirable that the vessel should stay any longer at Flushing, where she has been voluntarily lying at anchor since the beginning of the war. Owing to the great draught of the *Main*, it is declared her removal within territorial waters to another Dutch port was impossible, and therefore she was permitted to go to Antwerp. There was, it is added, no question of the internment of the vessel.—*Reuter.*

A SWEDISH SHIP STOPPED

Stockholm, April 15.

The news that the Swedish steamer *Sir Ernest Cassel*, which was bound from Narvik to Rotterdam, has been stopped

and taken into Middlesbrough, has evoked expressions of astonishment and uneasiness in all the Swedish newspapers without exception as well as among the general public, for the stoppage of the steamer is regarded as constituting a fresh menace to the export of iron ore from Sweden.

The journal *Socialdemokraten* dwells on the serious losses which such interruptions in the voyages of vessels would entail on the export of Swedish iron ore, which is now shipped from Narvik, and, as it says, 'all because Great Britain, in defiance of international law, forbids shipments from neutral Norway to neutral Holland.'—*Reuter*.

Stockholm, April 16.

In view of the situation caused by the detention by the British authorities of the steamer *Sir Ernest Cassel*, carrying a cargo of iron ore, the owners have given telegraphic orders to three other ships bound for England to break their voyage and to remain, until fresh instructions are received, in a Norwegian port.—*Reuter*.

CONTRABAND

House of Commons, April 14, 1915.

MR. PETO asked the Secretary of State for Foreign Affairs *Hansard*. whether, in view of the fact that in Articles 27 and 28 of the Declaration of London raw cotton wool and yarns of the same are placed upon the free list as not susceptible of use in War, and in view of the Government having, by proclamation published in the *London Gazette* of 12th March, placed wool and woollen and worsted yarns on the list of absolute contraband they intend to extend the list of absolute contraband to raw cotton and yarns of the same; and, if not, whether he can state the reason for this distinction between wool and woollen yarns and cotton and cotton yarns?

MR. PRIMROSE: After careful consideration it was found that the military advantages to be gained from declaring cotton to be contraband were insufficient to render such a step expedient. The reasons were explained in the reply given to the hon. Member for Nottingham on the 4th February.

DOCUMENTARY HISTORY—NAVAL

[The following is the answer above referred to :

CONTRABAND OF WAR (COTTON)

House of Commons, February 4, 1915.

Hansard.

SIR J. D. REES asked the President of the Board of Trade whether cotton is a usual, if not indispensable, ingredient in many modern explosives ; and, if so, why it is not included in the list of articles of contraband of war ?

SIR E. GREY : I understand that the suggestion made in the first part of the question is correct, but the proportion of the German cotton import used in the manufacture of explosives is very small and the requirements for that purpose could have been supplied from the stocks of cotton goods already in the country at the outbreak of war. The advantage of treating cotton as contraband of war is consequently not apparent, whilst the disadvantage which would result from such a step is considerable.]

RETIRED CAPTAINS (ROYAL NAVY)

House of Commons, April 14, 1915.

Hansard.

COMMANDER BELLAIRS asked the First Lord of the Admiralty whether, in the case of retired captains who are employed during the war, the time of active service and sea service is allowed to count towards promotion on the retired list so that in the case of a captain who has hitherto been below the three years' sea service and six years' active service margin, laid down by regulation, he may qualify for promotion ultimately to vice-admiral on the retired list ; and, if not, whether he can grant this concession in view of the fact that it will not involve any increased charge on the Estimates ?

Mr. CHURCHILL : Yes, sir.

EXPLOSION AT LERWICK

ibid.

MR. CATHCART WASON : I beg to ask the Parliamentary Secretary to the Admiralty a question of which I have given private notice, namely, whether he has received any account of the explosion at Lerwick, and the lamentable loss of life which is reported ?

The PARLIAMENTARY SECRETARY TO THE ADMIRALTY (DR. MACNAMARA) : I have seen a newspaper statement. Beyond that I have no information, but I will at once inquire.

DOCUMENTARY HISTORY—NAVAL

MR. CATHCART WASON: May I repeat the question to-morrow?

DR. MACNAMARA: Yes.

House of Commons, April 15, 1915.

MR. CATHCART WASON: I desire to ask the Parliamentary Secretary to the Admiralty whether he is now in a position to give us any details regarding the explosion at Lerwick? *Hansard.*

THE PARLIAMENTARY SECRETARY TO THE ADMIRALTY (DR. MACNAMARA): An inquiry is being held into the matter, pending the result of which I am not in a position to add to the reports which have appeared in the Press, except that I regret to say that the number of deaths resulting from the explosion now appears to be seven—three being naval ratings and four civilians, in addition to about twenty injured.

AIR RAID ON NORTH-EAST COAST

Newcastle, April 14.

An airship raid took place on the North-East Coast to-night. A hostile aircraft passed over Blyth about 8 o'clock, and made a circuit over Wallsend. In its course it traversed a large area of mid-Tyne district, the centre of one of the most important shipbuilding areas in the country. *Times, April 15, 1915.*

An eye-witness in the neighbourhood of Wallsend said at 10 minutes past 8 his attention was directed to a dark object in the sky, and he heard the noise of propellers in mid-air. Before he had really time to grasp the situation there were a number of sharp explosions, which seemed to be at no great distance from where he was standing.

Simultaneously he saw flashes of light in the sky, which were followed by a loud report, resembling that of a big gun. The night was exceptionally dark, and there was not a breath of wind. The flashes which accompanied the explosions illuminated the whole district. There is reason to believe that at least one building in Wallsend was struck by a bomb.

All the lights in the district have been extinguished, and the order for immediate darkness is said to have been applied to the whole north-east coast. At any rate a message from

Hull was received between 10 and 11 o'clock, inquiring why that port had been suddenly plunged into darkness.

The town of Blyth, where the airship seems first to have been seen, is on the coast almost due north-north-east of Newcastle-on-Tyne, and Wallsend is practically at the mouth of the Tyne, due south of Blyth and south-west of Tynemouth.

Midnight.

A number of bombs were thrown on Wallsend and Hebburn, and it was at once evident that the object of the raid was to do damage to the shipbuilding works, where work was going on at the time. Precautions were immediately taken by the authorities, the men being dismissed from the yards and the latter closed.

A house in Station Road, Wallsend, was struck by a missile which passed through the roof and brought down the ceiling of a bedroom in which a woman was at the time. Happily she escaped serious injury.

Bombs were also dropped at Annitsford and Killingworth, and other places, but in no case was any material damage done by them, so far as could be ascertained.

When the news of the raid reached Newcastle every precaution was at once taken. The lights in the streets were extinguished and the electric current was cut off. Tramway-cars were brought to a standstill, and the entire city was in darkness. The railway station was closed.

The Great Northern (King's Cross to Aberdeen) express was stopped in the station, and the railway traffic generally was delayed, as a number of the trains would have had to pass through the danger area. By 11 o'clock, however, it was realised that the danger was over, and railway traffic was resumed, and the city once again wore its normal aspect.

It was over Blyth that the airship first made its presence known, it then went west to Choppington, from there south to Wallsend and Benton. No deaths have been reported, and people remained calm.

12.30 A.M.

The whole of the communications of the area affected were seriously interrupted, and confirmation of many of the rumours which were current in the Newcastle district was not obtainable.

It was also stated that the Choppington area between Blyth and Newcastle seemed to be the centre of the raid, and that it was there that most alarm was felt.

It is understood that there was no loss of life—at any rate, that none had been reported at midnight—that the special constabulary had not been called out, and that no troops had been requisitioned for special duty.

All the anti-aircraft searchlights were playing in all directions immediately, and the Zeppelins were seen later in the night off the mouth of the Tyne proceeding southwards, apparently heading for the German coast.

Blyth, April 15, 12.30 A.M.

A Zeppelin passed over Blyth last night and dropped bombs without doing much damage. A policeman who saw the airship plainly says:—

Times,
April 15,
1915.

‘The airship looked like a great cigar in the twilight. I should say it was at a height of about 2000 feet. Twelve bombs, as far as can be ascertained at present, were dropped from the raider, but Blyth escaped lightly.

‘Immediately it was seen, the authorities took the necessary emergency steps, and Blyth was plunged into darkness, and the tramway-cars stopped running. The townspeople took the affair calmly, and there was very little excitement.’

A Press Association message from Blyth states:—‘At about 8 o’clock to-night several colliery villages in East Northumberland were the object of an attack by a Zeppelin. The aircraft was observed to come in from the seaward at Blyth, hover about for a few minutes, and then proceed rapidly westward. The people in the streets at first thought the Zeppelin was one of our own patrol ships, but doubts were dispelled shortly afterwards when a loud explosion occurred, accompanied by a blinding flash. Further bombs were dropped—about a dozen in all—at Choppington, two miles from the coast. A publichouse and a social club were narrowly missed by a bomb, the windows being broken. At the railway station a bomb shook the premises and set the lamps swinging.

‘The Zeppelin then moved southward, passing over Bed-

lington. The windows of the Salvation Army barracks were blown out. At a village named Dudley, further windows were blown out. At Cramlington a house was struck by a bomb and set on fire, but the fire was quickly extinguished. The occupants managed to escape in safety.

'This was the last heard of the Zeppelin on the East Coast, and it is presumed locally that she made her way to the seaward *via* Sunderland.

'The streets of Blyth were unusually thronged, there being a recruiting demonstration in progress. One of the speakers in the Market Place, where a large crowd had collected, the Rev. J. W. Ogden, had been speaking of the barbarism of the Germans in Belgium. He remarked that the Germans threatened that the treatment to be meted out to the English people, were the Germans to get a footing here, would be ten times worse.

'Shortly afterwards the Zeppelin hove in sight, flying high in the air, and the speaker dramatically raised his hand and said, "Here is a visitor for you. This should be an inducement to recruiting. It's a Zeppelin!"'

Leeds, April 15.

Times,
April 15,
1915.

The *Yorkshire Post* of this morning has the following account:—

'As soon as news of the arrival of the raiders on the North-East Coast reached them the military authorities took prompt measures for the safety of cities and towns likely to be in the course of their southward travels. In most places the lights were at once turned out in accordance with arrangements made in advance, and the results in many cases were extremely awkward, the *Yorkshire Post* office being one instance, all the operations incident to the production of the paper being held up for the better part of an hour.

'At a concert given in the Town Hall at Newcastle there were five numbers of the programme still to go when it was announced that orders had been given to put out lights in public buildings, and the trams were stopped. The audience rose and, for the second time that evening, sang "God save the King," and dispersed amid cheering. Very prompt measures for the safety of the great industrial towns within a few hours' journey from Northumberland were taken by the military

and police working in conjunction on lines which had been arranged long in advance. In no case does panic appear to have been caused.'

Wallsend, April 15, 2.45 A.M.

The Zeppelin which visited the North-East Coast late *ibid.* last night flew over Wallsend and dropped four bombs.

One bomb hit a house in Station Road, causing a fire, which was easily extinguished.

Two bombs fell on the railway line, doing damage of no importance, while another fell harmlessly into the river.

There was no panic in the town.

Jarrow.

No damage was done at Jarrow. Bombs fell outside the *ibid.* dock at Hebburn into the river.

At 8.35 a loud explosion was heard here, but nothing was seen of the airship.

Amsterdam, April 16.

A Berlin official telegram states: On April 14 in the evening a naval airship attacked the mouth of the Tyne, dropping a number of bombs. The airship returned safely.—*Reuter.*

BLACK SEA AND DARDANELLES

Petrograd, April 16.

A *communiqué* from the Headquarters of the Commander-in-Chief says:—

Yesterday in the Black Sea our destroyers sank off the Anatolian coast four steamers, two of which were laden with coal, and several sailing vessels, and exchanged fire with the Zunguldak batteries.—*Reuter.*

Amsterdam, April 16.

The Turkish Headquarters report, a Berlin telegram says, that a cruiser yesterday bombarded the Dardanelles fortifications from the entrance. The Russian Fleet bombarded Eregli and Zunguldak.—*Reuter.*

RAILWAY BRIDGE DESTROYED BY CRUISER

*Paris, April 16.**Times,*
April 17,
1915.

The Ministry of Marine states that yesterday a French cruiser destroyed a railway bridge connecting the town of Acre with the interior railway system of Syria.

ZEPPELIN OVER EAST COAST

*Ipswich, 2.30 A.M.**Times,*
April 16,
1915.

News was received here this morning of another Zeppelin raid on the East Coast. According to the official reports the airship first appeared over Harwich, but did not drop any bombs on this town. It proceeded in the direction of Felixstowe, but does not appear to have committed any outrage until it reached Southwold, where several bombs were dropped,

It then passed on to Lowestoft, where further damage was done, but happily no one was killed or injured.

The *East Anglian Daily Times* says that at Lowestoft the inhabitants were warned by the siren at one o'clock, and almost before it had ceased three explosions were heard, the branch office of the *East Anglian Daily Times* in Gladstone Road being made to rattle.

The noise of the Zeppelin could be heard before one could pop out of bed, and there was a crash of falling masonry.

The first two bombs appeared to have been dropped to the north of Lowestoft, and the third to the south. After the third explosion one of the timber yards was seen to be alight, and judging by the glare considerable damage appeared to have been done. The Zeppelin departed from the town in a northerly direction and appeared to be making for Yarmouth, travelling slightly out at sea.

At Southwold the airship was seen approaching from a southerly direction, and passed directly over the town until it reached the vicinity of Henham Hall, where it is reported three bombs were dropped. It is in keeping with the German ideas of culture that they should select that spot. The Hall, the residence of the Earl and Countess of Stradbroke, has, since the commencement of the war, been converted into a hospital for the wounded.

After this the invader turned again until directly over the

town, and one bomb was dropped, which fell on a railway truck and set it on fire. The bomb, which was an incendiary one, passed through the bottom of the truck. The airship then again turned and made off in the direction of Lowestoft. On its way a bomb was dropped, which exploded with a terrific report. From the direction of the resulting glare it seemed that the village of Wrentham was singled out for attack. The time taken for the visitation was from 12.35 to 12.50 A.M.

Lowestoft, 2.30 A.M.

A Zeppelin passed over Lowestoft about one o'clock this morning and dropped six bombs on the town. Damage was done to house property, windows were shattered, and three horses killed. A large timber yard was also set on fire. *ibid.*

The airship came from Southwold, and when near Lowestoft Harbour steered some way out to sea. It suddenly turned back and circled twice round the town, during which the bombs were dropped. Windows here were shattered and doors blown in, but fortunately all the residents escaped injury.

At one spot a bomb made a hole in the road large enough for four or five people to stand in. A bedroom door was blown from its hinges on to a soldier who was lying in bed. He, too, escaped unhurt. The Zeppelin hovered over the town for several minutes, and then proceeded in the direction of the sea.

Southwold, 3 A.M.

A Zeppelin passed over Southwold about midnight and dropped five or six bombs. It came from the direction of the sea, and while circling round the town dropped the bombs, one of which set fire to the contents of a truck. *ibid.*

Afterwards the airship passed on to Henham Hall, where a number of wounded soldiers are being cared for. One bomb fell near this building, but did no damage. Returning to Southwold the airship dropped another bomb and proceeded to sea. It hovered over the town for about half an hour. No loss of life and no injury was reported.

DOCUMENTARY HISTORY—NAVAL

Maldon, 3.30 A.M.

Times,
April 16,
1915.

At 12.15 A.M. the inhabitants of Maldon were aroused by the loud explosions of bombs, eight in succession, and an airship was seen at a considerable height circling over the town. The bombs, which were of the incendiary type, burst into flames after exploding.

The first bomb fell near the residence of the district supervisor. The effect of the explosion was to break all the windows of the house and damage the brickwork. The bedroom window of the supervisor was destroyed, but the officer himself escaped injury.

Another bomb fell in a garden, but no one was hurt. A third fell in the gardens at the back of some cottages, but here again every one escaped except a young girl, who received a small flesh wound. The other bombs did not drop near inhabited houses. Two buried themselves in a meadow and another wrecked a fowl-house, killing several chickens.

It is also reported that three bombs were dropped on the village of Heybridge, falling in the village square.

Harwich, 3 A.M.

ibid.

An airship passed over Harwich about one o'clock at a considerable height, coming from the sea. It passed over Felixstowe and went in the direction of Ipswich. The aircraft showed no lights, but was clearly seen by several policemen, a fireman, and workmen, and the noise of her engine was distinctly heard. No bombs were dropped on Harwich.

Clacton-on-Sea, April 16, 2 A.M.

ibid.

Considerable excitement was caused here at midnight by the sound of an aircraft engine. From the sea front the form of a Zeppelin could be clearly seen moving along the coastline in a southerly direction. It disappeared across the Thames Estuary.

Wells, 3 A.M.

ibid.

An airship passed over here about two this morning. It proceeded along the coastline from west to east, but no bombs were dropped.

Amsterdam, April 15.

The *Telegraaf* learns from the Islands of Vlieland and Terschelling that a Zeppelin was seen going west at six this evening. *ibid.*

Berlin.

During the night of April 15 to 16, naval airships successfully dropped bombs on several defended places on the south-eastern English coast. Before and during the attacks the airships were vigorously shelled. They returned undamaged. *K.V., April 16, 1915.*

The Acting Chief of the Admiral Staff,

BEHNCKE.

Ipswich, April 16.

Whatever may have been the case on the north-east coast, a tour in the track of the Suffolk raider makes it apparent that, unless he completely lost his way, he had no immediate military object in view. The Zeppelin was first sighted at Southwold shortly after midnight, and disappeared over the sea from Lowestoft about an hour later. It made an extensive circular tour over a considerable area, dropping incendiary bombs freely and explosive bombs sparingly; but the efforts of its crew were devoted mainly to an attack on Henham Hall, a few miles from Southwold, where there are in hospital a number of wounded soldiers, some of whom have only this week arrived in this country. Fortunately the aim of the Germans was most erratic, and, though they launched twenty-three incendiary bombs and two explosive bombs, the majority were not within 100 or 200 yards of the hospital and the farthest quite 400 yards from it, though within the grounds. No damage was done. *Times, April 17, 1915.*

At Lowestoft the raiders were more successful, and the back parts of a number of houses in Denmark Road were wrecked. The only loss of life reported was that of three horses, two chickens, and one sparrow. Elsewhere there was nothing but some holes in the ground, broken windows, doors torn from their hinges, and a gossiping countryside to tell of the passage of the invaders. These broken windows and damaged doors were regarded lightly by the cottagers, who were the principal sufferers, and their feeling was rather of astonishment than dismay. 'I've lived in this house nigh

nineteen years,' one bewildered man declared, 'and nobody has ever played me such a trick before.'

At Henham Hall there is a disposition to regard the half-hour of danger in the early hours of this morning as an amusing interlude in the monotonous life of a wounded soldier. The nurses from the moment of the first explosion devoted their attention to the patients, not even leaving them for a moment to inquire what was happening. Other nurses accompanied Lady Stradbroke into the park, where for a minute or two they were mistaken by the park-keepers as allies of the attacking forces.

It is believed by some that this prolonged attack was not intentional. A possible explanation is that the raiders lost their way and, mistaking the local stream for the Waveney, assumed that Henham Hall was Lowestoft. The airship circled over Southwold when it first arrived as if seeking some clue to its whereabouts. The warm reception which it received led to the substitution of explosive for incendiary bombs before it moved off to Henham Hall; here it circled for half an hour; visited Halesworth and Holton in its search for features by which it might identify its position; it came back to drop more bombs on Henham Hall, then proceeded by way of Southwold and Wrentham to Lowestoft.

The prodigality with which incendiary bombs were thrown in preference to explosive bombs, and the fact that one or other of the small searchlights carried by the airship was in almost constant use certainly suggests that the crew were not sure of their whereabouts. I noticed particularly also that, while villages which could probably be clearly distinguished and upon which the searchlight was turned were passed over without attack, the majority of the buildings at which explosive bombs were aimed were situated within short distances of pools of water.

Shortly before midnight on Thursday a Zeppelin was observed on the Essex coast, and at 12.20 it was seen to approach Maldon along the line of the river Blackwater. It circled the town at a low altitude, and then began to drop bombs. Four of these fell in Spital Road, two in Farnbridge Road, and seven in the adjoining parish of Heybridge.

One of the bombs landed on a workshop at the back of the house of a man named Foreman in Spital Road, and the building was destroyed. Fifty yards from the workhouse in the same road a bomb containing shrapnel fell in a meadow, making a hole 5 feet deep and riddling a fence with bullet holes. Another bomb struck the house of the supervisor at the post-office, and part of the side was blown out. The occupants of the house were asleep and escaped injury.

The Maldon police have received no report of any personal injuries, but an old hen was killed.

ENEMY SEAPLANE OVER KENT

Faversham, April 16.

A German aeroplane flew over Kent this afternoon, and dropped nine bombs on Faversham and Sittingbourne without doing any damage. The machine was first sighted from Deal, shortly before twelve o'clock, flying at a great height. It visited Faversham, Sittingbourne, and Sheerness in turn, went across the Isle of Sheppey, turned inland once again, and flew over Canterbury, disappearing a few minutes before one o'clock. A British aeroplane set out in search of the enemy.

Times,
April 17,
1915.

The course taken was so erratic that for some time it was believed that there were two aeroplanes. Its movements were largely directed by the opposition it encountered. Sheerness and Chatham were undoubtedly its main objectives. It was easily driven off from the neighbourhood of Faversham. It approached Faversham from the south-west, described a wide semi-circle, and then continued its irregular course. Later a British aeroplane set out in pursuit. The German at once made off, and, travelling at a great pace, was soon out of sight of Faversham. An exciting chase followed. The German had an excellent start, and by flying at an altitude which at times reached 8000 feet or 9000 feet, it was able to make the task of the pursuer very difficult.

Four ordinary bombs and one incendiary bomb were thrown at Faversham. The second bomb fell in the edge of the Mall cricket ground, within a few yards of the Ashford Road. One of the exploding missiles was thrown in the middle of the road, but did nothing but make a small pit in the surface. The Rev. S. H. Chapman, chaplain of the

almshouses, and Police-Constable Hopper had narrow escapes. The third bomb fell in the cricket-field at the Mount, near a South-Eastern level crossing. A signal-box was missed by a few yards only. The fourth bomb alighted in a garden at Preston village. The fifth buried itself in a fruit plantation at Macned Park.

Lord Harris, Vice-lieutenant of the county, who lives in the neighbourhood, tells me that the people of Faversham were in no alarm at the visitation, and that, like the people of Sittingbourne, instead of taking to cellars, as they had been advised to do in the event of an air raid, they crowded into the streets and watched the movements of the German machine as if it had been a flying exhibition given for their special benefit. The aeroplane flew over the town and district for about five minutes.

The only damage done at Sittingbourne by the raider was the killing of a blackbird, which was sitting on the bough of an apple-tree. The tree was uprooted in an orchard. 'The body of the victim!' said a non-commissioned officer who discovered the dead bird. Another bomb fell near Crayalls Farm, while three more fell in Gorecourt Park.

It seems probable, judging by the course taken by the Taube, that the machine came from Zeebrugge.

The machine is described as a biplane fitted with floats. The opinion is held that it was on a scouting expedition.

At Deal, shortly before one o'clock, the buzz of an aeroplane caused many of the inhabitants to go into the street and stare at the clouds, but nothing was to be seen, even with the aid of telescopes, as there were heavy banks of clouds. People at Kingsdown, a little village two miles away, claimed to have seen a German aeroplane emerge from the clouds, and they say that it came south at a great height—a mere speck in the sky—and was apparently travelling towards Dunkirk. Shortly afterwards a number of British airmen were seen giving chase.

GREEK STEAMER SUNK BY GERMANS

Amsterdam, April 18.

Another case of torpedoing a neutral ship without warning is reported to-day. The victim is a Greek ship, the *Ellisfontos*.

Times,
April 19,
1915.

The crew of the *Ellispontos*, numbering twenty-one, and the Dutch pilot, were saved, and have arrived at Flushing. The *Ellispontos*, a steamship of 3000 tons, belonged to the shipping firm of Embiricos, and was registered at Andros.

A member of the crew stated that the ship passed the North Hinder lightship at 3 o'clock on Saturday (April 17). Five miles farther on a submarine, whose nationality was unknown, was observed. At ten minutes past four a torpedo was discharged at the ship, and struck her in No. 2 hold, blowing up the chart room where the captain was, and wounding him.

The North Hinder lightship's crew stated that two English steam trawlers were attacked yesterday by German airmen with bombs. Eight bombs were thrown, but all missed.

Amsterdam, April 19.

The Flushing correspondent of the *Telegraaf* to-night saw the Greek Consul, who substantially confirmed the narrative already despatched about the sinking by a German submarine of the Greek steamer *Ellispontos*. *Times,*
April 20,
1915.

The Consul had visited the hospital and seen the captain of the *Ellispontos*, who has undergone an operation. A large ship's bolt had entered the captain's head above the temple and penetrated the brain. He is still under anæsthetics, and his condition is very grave. The crew temporarily remains in Flushing, where shelter and necessaries have been provided for them.

Athens, April 22.

The torpedoing, apparently without any previous warning, of the Greek steamer *Ellispontos* by a German submarine on April 17, in the vicinity of the Dutch coast, has caused the greatest indignation in Greece, and will probably lead to a claim against Germany. The entire Press condemns the incident as an act of barbarism. The *Embros* says, 'Greece will give her real reply in a few days.'—*Reuter*. *Times,*
April 23,
1915.

Athens, April 24.

The German Government, replying to the Greek overtures on the subject of the sinking of the steamer *Ellispontos* by *Times,*
April 26,
1915.

a German submarine, has declared itself willing to express regret and to indemnify Greece for the loss sustained if the inquiry instituted by the German General Staff has established that the steamer was really sunk by a German submarine.—*Exchange Telegraph Co.*

Athens, June 6.

Times,
June 8,
1915.

The German Government has admitted the responsibility of the commander of the submarine which torpedoed the Greek steamer *Ellisfontos* in the North Sea, and has agreed to compensate the company owning the steamer.

Two experts, one Greek and one German, will be appointed to determine the amount due.—*Reuter.*

TURKISH WARSHIP DESTROYED

Times,
April 19,
1915.

The Secretary of the Admiralty on Saturday, April 19, made the following announcement :

The transport *Manitou*, carrying British troops, was attacked by a Turkish torpedo-boat in the Ægean this morning. The Turkish boat fired three torpedoes, all of which missed. The torpedo-boat then made off, chased by a British cruiser (the *Minerva*) and destroyers, and was finally run ashore and destroyed on the coast of Chios, in Kalammuti Bay. The crew have been made prisoners. It is reported that about a hundred men on board the transport have lost their lives through drowning, but full particulars have not yet been received.

The Secretary of the Admiralty late last night made the following announcement :

A further report shows that the loss of life on board the transport *Manitou* is less than was at first reported. It appears to have been due to one boat capsizing in the water, and another while being lowered owing to the breaking of a davit. Twenty-four men were drowned, and their bodies have been identified. Twenty-seven are missing. The transport herself was undamaged.

Constantinople.

Yesterday a flotilla of enemy torpedo-boats attempted to approach the Dardanelles. Two enemy torpedo-boats were hit for certain by our fire. Whereupon the flotilla withdrew. A Turkish airman dropped bombs successfully on the enemy ships whilst on a reconnoitring flight over Tenedos, and returned safely in spite of the fire which was opened against it. The Turkish torpedo-boat *Timur Hissar* attacked the English transport *Manitou* with complete success on April 17 in the Ægean Sea. The English Admiralty admits that 100 English soldiers of this transport were drowned. Our torpedo-boat was then pursued by English cruisers and torpedo-boat destroyers as far as Chios. The crew of the *Timur Hissar* blew up the ship to prevent it falling into the hands of the enemy. The crew was received in a very friendly way by the Greek authorities.

K.V.,
April 19,
1915.

Constantinople.

Headquarters reports: We have subsequently ascertained that amongst the six enemy torpedo-boats which attempted to penetrate into the Straits of the Dardanelles during the night before last, there were also four mine-sweepers, and that two of these enemy boats were sunk in the Straits after being hit by our shells.

K.V.,
April 20,
1915.

SUBMARINE ASHORE

The Secretary of the Admiralty makes the following announcement:

Times,
April 19,
1915.

'The British submarine *E 15*, while attempting a difficult reconnaissance of the Kephez mine-field, in the Dardanelles, yesterday ran ashore on Kephez Point.

According to an official *communiqué*, published at Constantinople, the officers and men have been rescued and made prisoners.

The Secretary of the Admiralty announces that the following officers and men of submarine *E 15*, officially reported missing, are unofficially reported prisoners of war:

Times,
April 23,
1915.

OFFICERS.

Lieutenant-Commander Theodore S. Brodie.

Lieutenant Edward J. Price.

Acting Sub-Lieutenant, R.N.R., Geoffrey J. F. Fitzgerald.

Temporary Lieutenant, R.N.V.R., Charles E. S. Palmer.

MEN.

Barter, Henry John, Able Seaman ; Bond, James, Acting Leading Stoker ; Brennan, Patrick, Able Seaman ; Cornish, Frederick John, Able Seaman ; Ellis, Albert Henry, E.R.A., 4th Class ; Geens, James, Stoker, 1st Class ; Gingell, Frederick John, Able Seaman ; Gosling, Charles Emil, Leading Stoker ; Hindman, Ernest Valetta, E.R.A., 2nd Class ; Horn, Charles, Leading Signaller ; Housman, Arthur, Able Seaman ; Howes, William, Stoker, 1st Class ; Kenchington, Sidney James Cromwell, Petty Officer ; Lockerbie, John Biggar, Able Seaman ; M'Donagh, John Joseph, Stoker, 1st Class ; May, Alfred Edward, Telegraphist ; Mitchell, Ernest Henry, Stoker Petty Officer ; Norman, William, E.R.A., 3rd Class ; O'Neill, Thomas, Stoker, 1st Class ; Rogers, Herbert James, Able Seaman ; Shepard, John, Petty Officer ; Stratford, Charles Henry, Stoker, 1st Class ; Tapper, James Henry Nash, Stoker, 1st Class ; Todd, Samuel Bishop, Acting Chief E.R.A., 2nd Class ; Trimmer, Henry William, Leading Seaman ; Williams, George, Petty Officer ; Williams, William Thomas George, Stoker, 1st Class.

The following casualties are also reported.

H.M.S. *Majestic*—Hooper, Thomas, Armourer (Pensioner), killed. H.M.S. *Albion*—Rowe, William, Seaman, R.N.R., died of wounds.

Times,
April 21,
1915.

The Secretary of the Admiralty makes the following announcement :—

The submarine *E 15*, which grounded on Kephez Point last Saturday, appears to have been in danger of falling into the enemy's hands in a serviceable condition, and great efforts were made by the Turks to secure her.

Attempts to destroy her by the long-range fire of battle-ships failed. During the night of the 18th two picket boats, that of H.M.S. *Triumph*, under Lieutenant-Commander

Eric Robinson, who commanded the expedition, assisted by Lieutenant Arthur Brooke Webb, R.N.R., and Midshipman John Woolley, and that of H.M.S. *Majestic*, under Lieutenant Claude Godwin, both manned by volunteer crews, attacked the submarine. The boats were subjected to a very heavy fire, estimated at over 200 rounds, from fort No. 8, which was only a few hundred yards distant, and a number of smaller guns at short range. Notwithstanding this, the submarine was torpedoed and rendered useless. The *Majestic's* picket boat was holed and sunk, but the crew were saved by the other boat, and the only casualty was one man, who died of his wounds.

Vice-Admiral De Robeck speaks in the highest terms of all concerned in this gallant enterprise. Lieutenant-Commander Eric Robinson has been promoted Commander by the Admiralty, and a report has been called for on the individual services of the other officers and men, with a view to their recognition.

Constantinople.

Headquarters reports: Yesterday afternoon an enemy *K.V.*, seaplane was damaged by our fire and fell into the sea before April 17, 1915. Sazli Liman while flying across the Gulf of Saros. A second seaplane, which settled on the sea in order to save the first, was sunk by our fire. The English armoured ship *Lord Nelson* and a mothership for seaplanes were hit by shells when drawing near. The *Lord Nelson* withdrew. The mothership for seaplanes, which was towing the damaged seaplane, also withdrew. The English submarine *E 15* was sunk in the Straits of the Dardanelles east of Kavanlik Liman. Of the crew, composed of thirty-one men, three officers and twenty-one men were saved and taken prisoner; amongst their number was the former English Vice-Consul in the Dardanelles.

May 13.

A Turkish newspaper, published in French, gives the following official account of the sinking of the *E 15*:

The British submarine *E 15*, one of the most recent type, which we have just destroyed, left Plymouth on April 15 in tow of a cruiser. After staying at Gibraltar for a night the

E 15 came by way of Malta to Mudros Harbour, in the Isle of Lemnos. Here she stayed six days, and another day at Tenedos.

Leaving Tenedos at midnight the *E 15* entered the Straits at about 2.20 A.M. Ten minutes later she dived to escape our searchlights. Driven shorewards by the strong current, the vessel touched ground, part of the deck being above the surface of the sea.

The first shot from our batteries, fired at half-past six in the morning, destroyed the conning tower and killed the commander, whilst a second struck the electric batteries. The crew was then faced with the necessity of abandoning the vessel, but our fire, which was kept up in order to prevent the submarine diving again, killed three and wounded seven others. Mr. Palmer, the British Vice-Consul at Tchanak Kale, who was amongst the prisoners, states that he was an officer of reserve.

Enemy aeroplanes, on learning of the mishap to the *E 15*, flew over the Straits searching for the vessel. They threw bombs on the piles resembling periscopes which had been placed in the sea to deceive our opponents, and which they imagined might belong to the submarine. The object was, of course, to prevent the submarine falling into our hands.

The crew of the *E 15* threw themselves into the water. Turkish troops in the neighbourhood launched boats and went to their rescue. The wounded were taken to hospital, and they have expressed their astonishment at the humane treatment which they have received.—*Reuter*.

RUSSIAN OPERATIONS IN BLACK SEA

Petrograd, April 20.

The following official statement is issued here :

The first flotilla of our torpedo-boat destroyers in the Black Sea bombarded the Turkish positions at Arkhan, near the villages of Sumi and Vitze, correcting the fire of our gunners on shore.

A semi-official communication from Sebastopol says :

Our torpedo-boats, cruising off the Anatolian coast on the

18th and 19th inst., sank ten vessels laden with ammunition and stores. They then approached Arkhan, where they shelled the Turkish positions, causing a panic among the Turkish troops.—*Reuter*.

ALLEGED LOSS OF BRITISH SUBMARINE

Amsterdam, April 22.

A Berlin official telegram says :—

The Admiralty Staff states that British submarines have recently been repeatedly observed in the Heligoland Bight. They were attacked by German forces, and a hostile submarine was sunk on April 17. It is probable that other submarines have been destroyed, but this cannot be ascertained with certainty.—*Reuter*.

STATEMENT BY MR. CHURCHILL

There has been no naval action of any kind in the North Sea during the last month, nor has there been any action of any kind in the Dardanelles other than local bombardment and reconnaissances by single ships. *Morning Post, April 19, 1915.*

Since the 16th of last month up to the present moment there have only been two or three men hit at the Dardanelles, and no loss or injury to French or British ships.

All rumours to the contrary are untrue and baseless.

THE VANILLA SUNK

The Secretary of the Admiralty made the following announcement last night :— *Times, April 20, 1915.*

To-day a German submarine sank by a torpedo the trawler *Vanilla*.

The trawler *Fermo* endeavoured to rescue the crew, but she was fired at and driven off. All hands on the *Vanilla* were lost.

This killing of fisher-folk for no military purpose should not escape attention. It is the second murder of this character committed within a week.

Careful record is kept of these events.

*Berlin, April 20.**Times,*
April 21,
1915.

The following statement is circulated through German wireless stations :—

The captain of the trawler *Fermo* reports that the trawler *Vanilla* was yesterday torpedoed by a German submarine. The *Vanilla* was blown to pieces, and sank immediately. The *Fermo*, which was three hundred yards away, went to the assistance of the crew of the *Vanilla*, but the submarine drove it off by its fire, which, however, missed its mark.

Of course, the facts, in accordance with English practice, are quite falsified. The truth is that the trawler intended to ram the submarine, but, of course, it failed, and so it is represented as having been prevented from accomplishing its life-saving mission on behalf of the crew of the sunken trawler.

OFFICERS OF THE ROYAL MARINES

*House of Lords, April 20.**Hansard.*

LORD LATYMER had on the Paper a Notice to move for a return of the number and rank of—(1) Naval officers attached to the Land Expeditionary Force; (2) Efficient officers of the Royal Marines at present unemployed.

The noble Lord said: My Lords, the two parts of the motion standing in my name are very closely connected, as any one who knows the history of the Royal Marines will be aware; but as I have reason for thinking that my motion in its present double form is not likely to be accepted by the Government, I wish to withdraw the first part relating to naval officers attached to the Land Expeditionary Force and merely to ask for a return of the number and rank of efficient officers of the Royal Marines at present unemployed. Hints are constantly being thrown out that in these difficult times any questions relating to military or naval affairs, and I suppose to Royal Marine affairs, are out of place. I cannot, however, agree with that doctrine in the present instance. I am not asking for the names of Marine officers who are unemployed, but merely for their number and rank. Not only is it in my opinion harmless, but I am bound to say I think it is decidedly to the public benefit, that this question should be answered; and I cannot see that I am

5] in any way embarrassing the Admiralty in asking for information which it cannot possibly take five minutes to find out.

It is common knowledge to us all that at the present time as many efficient officers are required as can possibly be obtained. Therefore it does seem on the face of it an extraordinary thing that a body of highly trained and physically fit men who are available to serve their country and who are of high rank in their own particular line of service should be apparently left without any work to do at all, unless it be an inferior place in a wireless telegraph station or recruiting office, or some inferior post of that kind. As far as my information goes—and it is fairly authentic—there are about thirty of these men, who, as I am told, are 'efficient.' That, I suppose, means that they have gone through all the necessary military training and experience and are also physically able to perform service if they were required.

In one respect it does not signify very much whether this motion is received or not, because if the Government will not give any information on the subject, one must draw one's own conclusion. It is impossible to imagine that these men are kept in the background because of any inefficiency on their part. Therefore there must be other reasons for the Admiralty not recommending them for military service. I will not venture to enter into what those reasons may be, but I am quite sure they will be present to the minds of all noble Lords who are conversant with the history of the Marines and the relation between the Admiralty and the Marines for the last hundred years. To put this motion is really for the public benefit. I say so because officers are most certainly required at the present time. Why should the public have been put to the expense of having these men highly trained for many years past if at the end of all that expense they are to be left on the shelf with nothing to do? I acknowledge at once that if my motion as amended is accepted, the next step will be to ask why these officers have been left in this position of idleness. On the other hand, if the Admiralty do not wish to give any answer to this question, noble Lords will, no doubt, take for granted that they do not wish to give the reasons. I beg to move.

Moved, That there be laid before the House a return of

the number and rank of efficient officers of the Royal Marines at present unemployed.—(*Lord Latymer.*)

The FIRST COMMISSIONER OF WORKS (LORD EMMOTT): My Lords, I am grateful to the noble Lord for not pressing for the information which he desired to obtain under heading No. (1) of the motion which stands on the Paper, but I am sorry that I cannot meet him even on the question of the return which he asks for under the heading of 'Efficient officers of the Royal Marines at present unemployed.' The noble Lord has expressed the opinion that it would be for the public benefit that this information should be given, but I am bound to tell him and the House that, in the opinion of the Admiralty, such details cannot be given at the present time with any public advantage. As the motion stands on the Paper, I do not know exactly how it could be given effect to. For I do not know precisely what 'efficient' means. But even if I could agree with the noble Lord that 'efficient' means properly trained men and men who are physically fit, even if we could agree on some definition, still I fear the return could not be granted. The noble Lord has spoken of the history of the Royal Marines during the last hundred years. So far as this is an old complaint, I think it can well stand over until after the war. So far, however, as the complaint which the noble Lord makes refers specially to this war, to give the numbers, as he now asks us to do, without the names would, I think, be of no use; and to give the names for public use, and in a form which would possibly lead to public discussion of a most undesirable kind, would be very unwise. This much, and this much only, I can say to the noble Lord. If he has any cases of individual hardship which he thinks require reconsideration, I promise, on behalf of my right hon. friend the First Lord of the Admiralty, that they shall be inquired into. Otherwise I must beg of him to leave this matter at any rate until the war is over, for during the war the Admiralty cannot see its way to grant this return.

The EARL OF SELBORNE: My Lords, I have no knowledge of the facts of this case, but what I understand the noble Lord alleges is that there are efficient officers of the Royal Marines who are at the present moment unemployed. By 'efficient' he means officers who are physically efficient,

because if they were not otherwise efficient they would not still be in the Royal Marines. He may be completely in error. There may be no such officers. But if there are it seems to me a most astonishing fact, when we remember that in the Army not only is every officer who in a similar sense may be called efficient employed, but every officer is utilised who has retired within the last twenty years and has had the patriotism to come forward. Moreover, in important commands—those of battalions and brigades—officers are employed who have never been in the Army itself and who can only be described as zealous amateurs. Therefore I throw out as a suggestion that if there are Marine officers who are at present unemployed or not doing service in positions corresponding to their rank, the Admiralty might apply to the War Office and the War Office might be very glad to employ them.

LORD LATYMER: I intended to include in the term 'efficient' not only those Marine officers at present actively connected with the Royal Marines, but also those who are on the Reserve or retired.

Motion, by leave, withdrawn.

CONTRABAND (RAW COTTON)

House of Commons, April 20, 1915.

SIR JOHN LONSDALE asked the Secretary of State for Foreign Affairs if it is intended to declare raw cotton absolute contraband? *Hansard.*

SIR E. GREY: I must refer the hon. gentleman to the reply returned to the hon. member for the Devizes Division of Wiltshire on the 14th instant,¹ wherein it was explained why cotton had not been declared contraband. ¹ [See p. 349.]

INTERNATIONAL TRADE

MR. SAMUEL SAMUEL asked the Secretary of State for Foreign Affairs why 1000 tons of copra shipped by the Compañia General de Tabacos de Filipinas from the Philippine Islands on board the steamship *Harbury*, and consigned to the Oleifici Nazionali of Genoa, for discharge at Savona, has *ibid.*

been ordered by the Government to proceed to Marseilles instead, seeing that the representatives of the company in London have furnished certificates, attested before the British Consul, and necessary documents to prove that neither the copra nor the oil will be re-exported from Italy; whether these documents were sent on the 24th March to the Foreign Office and have never been acknowledged or returned; is it the intention of His Majesty's Government to stop all international trade; and will he state why 2000 tons of copra by the steamship *Benlawers*, consigned to Hull, on arrival in Marseilles was allowed to proceed to Savona to discharge instead of Hull?

SIR E. GREY: The answer to the first question is that the copra specified by the hon. member was not the only, or indeed the principal, part of the vessel's cargo; that it was consigned 'to order,' and liable, therefore, to seizure under the Order in Council of 29th October 1914;¹ and that it was not, as suggested in the question, accompanied by the necessary documents to prove that neither the copra nor the oil would be re-exported from Italy. The answer to the second question is that certain documents were sent to the Foreign Office on 24th March, and that, although the company referred to has addressed repeated subsequent communications to the Department, it was not till 15th April that full particulars respecting the cargo were obtained; immediately on the receipt of the documents forwarded on 24th March, His Majesty's Government, observing that the shippers had not paid due regard to the Order in Council of 29th October, placed themselves in communication with the Italian Government with a view to the introduction of an effective prohibition of export of copra and its products from Italy, and, as a result of the successful issue of these negotiations, all objection on the part of the British authorities to the discharge of the Italian cargo is removed and the shipowners have been so informed. The answer to the third question is in the negative; it is the intention of His Majesty's Government to check all contraband and enemy trade, but, subject to this paramount necessity, to interfere as little as possible with neutral commerce; that the negotiations above referred to with the Italian Government are a concrete evidence of their desire to assist such trade, and the omission of the

¹ [See
Naval I,
p. 352.]

shippers and shipowners in this case is a typical example of the delays caused by failure to pay due regard to official published statements. The answer to the last question is that the authorisation to allow the steamship *Benlawers* to proceed from Marseilles to Savona did not proceed from His Majesty's Government, who are unaware of the circumstances.

INTERNED STEAMERS (FREIGHT CHARGES)

House of Commons, April 20, 1915.

MR. RONALD M'NEILL asked the Prime Minister whether *Hansard*. his attention has been called to a circular recently issued by the chairman of the South Metropolitan Gas Company, in which complaint is made that whereas the Government pay from 3s. 6d. to 4s. per ton for steamships requisitioned for Government use, they charge no less than 10s. per ton to traders for the use of interned enemy ships, thus setting a bad example to shipowners, which tends to keep up the price of freights and, consequently, the price of coal to the consumers; if he will say who is responsible for fixing the prices for the use of interned enemy ships; and why the prices are fixed at a higher rate than those paid by the Government for the use of commercial vessels requisitioned for His Majesty's service?

The PRESIDENT OF THE BOARD OF TRADE (MR. RUNCIMAN): I have seen the circular issued by the South Metropolitan Gas Company. The rates of freight charged for the interned steamers are settled for each voyage by the managers at Newcastle with regard to the state of the market at the time, and the managers act under general instructions from the Admiralty and Board of Trade to the effect that the rates for the interned steamers are to be below rather than above the market rates, and lead the market in a downward direction. It was not considered practicable to follow the procedure laid down for fixing the rates of hire in the case of commercial vessels requisitioned by the Transport Department of the Admiralty.

MR. R. M'NEILL: Can the right hon. gentleman say whether, as a matter of fact, the figures given in the circular were or were not correct?

MR. RUNCIMAN: If the circular was intended to convey

the impression that 10s. is the rate now being paid for the use of interned steamers carrying coal to London, the circular was incorrect. At one time the rate did average 10s., but it has been much below that for a long time past.

ENEMY ALIENS AND STRIKES

House of Commons, April 20, 1915.

Hansard.

SIR J. LONSDALE asked the Prime Minister whether, having regard to the information in the possession of the intelligence department of the Admiralty, that there is an extensive conspiracy being carried out by German agents in this country to foment strikes among workmen in order to hamper the performance of war contracts, the Government intend to impose any further restrictions upon the large number of enemy aliens allowed to remain at large in the United Kingdom?

THE PARLIAMENTARY SECRETARY TO THE ADMIRALTY (DR. MACNAMARA): The possibility of such influences as those mentioned in the question being at work requires vigilant attention. Ample powers are, however, provided under the Defence of the Realm Act and other Regulations to deal with enemy aliens, and no further steps are in contemplation.

MR. C. DUNCAN: Can the right hon. gentleman say whether there is the slightest conceivable evidence of any attempt being made in this direction in regard to the work-people of this country?

DR. MACNAMARA: It manifestly is not in the public interest to make a statement.

BRITISH AND NEUTRAL MERCHANT SHIPS (SUBMARINE ATTACKS)

ibid.

COMMANDER BELLAIRS asked the First Lord of the Admiralty the number of vessels of the Allies and neutral Powers which have been sunk, chased, or stopped by German submarines off Beachy Head since 1st February?

MR. CHURCHILL: No, sir; it is not desirable to give information on this subject. All the results of the submarine attacks on British and neutral merchant ships are carefully examined, and the necessary directions to the mercantile marine are given by the Admiralty.

ROYAL NAVY
ENGINEER OFFICERS (HONOURS AND
PROMOTIONS)

COMMANDER BELLAIRS asked the First Lord of the Admiralty, in view of the fact that a number of honours have already *ibid.* been distributed, whether he can state what honours or promotions have been awarded up to 15th April to the engineer officers who were mentioned in despatches for the three naval battles which have been fought in the war ?

MR. CHURCHILL: Engineer-Lieutenant-Commander Edward H. T. Meeson, of the *Laurel*, was awarded the D.S.O. for service in the action of the 28th August 1914. Engineer-Commander D. P. Green was promoted to Engineer-Captain for services in the *Lion*, in the action of the 24th January 1915. The following officers have been noted for early promotion :—Engineer-Lieutenant-Commanders A. Hill, His Majesty's ship *Laertes* ; F. A. Butler, His Majesty's ship *Liberty* ; G. Preece, His Majesty's ship *Lion* ; J. F. Shaw, His Majesty's ship *Invincible* ; E. H. T. Meeson, His Majesty's ship *Laurel*.

ILLEGITIMATE CHILDREN

MR. CATHCART WASON asked the First Lord of the Admiralty *ibid.* if he is aware that a man who has been legally judged the father of an illegitimate child and condemned to pay aliment has escaped his liability by joining the Navy ; whether in view of the fact that the War Office in like cases have power to deduct and do deduct monthly a certain amount from a soldier's pay and remit to the mother, he will ascertain whether the power of the Admiralty is equal to that of the War Office in the administration of justice and upholding the decisions of courts of law ; and, if not, whether he proposes to take any action in the matter ?

DR. MACNAMARA: I am not aware of any specific case similar to that to which the hon. member alludes. As regards the power of making compulsory stoppages from the pay of sailors for the purpose suggested, the Admiralty can only obtain powers similar to those of the War Office by means of legislation, and as in the majority of cases which occur

in the Navy it is found possible to persuade men to accept their liabilities voluntarily, I am not at present prepared to ask for legislative powers.

PRIZE MONEY

House of Commons, April 20, 1915.

Hansard.

LORD C. BERESFORD asked whether the Admiralty will make a statement with regard to the distribution of prize money ; and whether it is proposed to treat men who served through the whole of the war on the same terms as those who may join within a few weeks of its close ?

DR. MACNAMARA : The question continues to receive the close attention of the Government, but I am afraid that I am not yet in a position to add to the statement which I made to the House on the subject on 16th February last.¹

¹ [See
Naval 3,
p. 387.]

MEDICAL OFFICERS

ibid.

MR. GEORGE TERRELL asked the First Lord of the Admiralty whether medical officers who have withdrawn from the Service previous to the war, and had received a gratuity on the scale laid down in the regulations now have deductions made on their pay as representing interest on the amount of such gratuity ; and whether, in the absence of any authority for the making of such deductions, he will give instructions that all such officers are to receive their pay in full ?

DR. MACNAMARA : It is a long established rule in the Navy, that an officer in receipt of an annual retiring allowance should cease to draw that allowance on becoming entitled to full pay, etc., during re-employment, whether in peace or war. The same principle is applied to officers who received their retiring or withdrawing allowance in a lump sum, and an amount representing the annual value of this gratuity is accordingly abated from their active service emoluments.

MERCHANT SHIPS IN WAR SERVICE

ibid.

MR. ANDERSON asked whether the shipowners whose vessels are in the employ of the Transport Department have succeeded in obtaining an advance in the price paid for their ships beyond the original determination ; whether the first

award was given by Lord Inchcape on the understanding that it should not be regarded as a minimum on which to build further claims; whether the Arbitration Committee appointed to adjust prices paid to shipowners consists almost entirely of shipowners; whether there is anything to justify these fresh demands other than the freightage ruling in the open market; and whether all the facts in regard to these negotiations will be supplied to the House?

DR. MACNAMARA: As indicated in reply to my hon. friend's question of the 18th February last,¹ shipowners have not obtained any advance in the price paid for their ships beyond the original determination, except owners of oil tankers and tramp steamers, who have asked for higher rates to meet altered circumstances since 1st January. These requests have received the careful consideration of the Board of Admiralty, and a fresh agreement has been arrived at with the general body of these owners for moderate increases in rate, to date from 1st January; but it has also been stipulated that these rates shall obtain for all requisitioned steamers during the period of the war. These agreements were made with representative committees of the shipowners concerned, and have since been confirmed individually by the large majority of the owners. A certain section of the Glasgow shipowners have up to the present not signified their concurrence. Rates for certain smaller steamers not covered by these agreements are now under discussion. The increases granted may be summarised roughly as follows:—In the case of tramp steamers, the increase asked for was 33 per cent.; the increase granted, 16 per cent. Tank steamers asked for from 11 per cent. to 39 per cent., according to size; granted, from 8 per cent. to 22 per cent. These settlements are very favourable to the Government when compared with the rates ruling in the market. After the expiry of a short period certain, the Admiralty will have in all cases the right to discharge the vessels on giving notice varying from a fortnight to six weeks, according to the type of steamer; whereas, in the market, time charters are readily obtainable for six, eight, or nine months at rates varying from 50 to 70 per cent. higher than the Admiralty rate. I should say that shipowners in general have throughout these negotiations approached the matter in a reasonable spirit and with

¹ [See
Naval 3,
p. 401.]

real regard to the special conditions created by the present emergency.

Lord Inchcape was Chairman of certain Sub-Committees of the Arbitration Board which, on 22nd October last, reported to Lord Mersey, President of the Admiralty Transport Board of Arbitration, for his information and advice, the basis, general scale or rate at which payment to owners of ships requisitioned for Government service should be assessed. In forwarding these recommendations to the President, Lord Inchcape stated that he trusted that the shipowners would not look upon the rates as a minimum on which increases might be built. The Board of Arbitration consists of seventeen panels, namely, Government nominees, shipowners (four panels representing different types of steamers), cargo owners, bankers, underwriters, marine insurance companies, insurance brokers, average adjusters, and five panels representative of officers, engineers, seamen, firemen, and stewards of the mercantile marine. The Sub-Committees alluded to above were drawn from these panels, including in each case a Government representative. The increases lately granted are, it is considered, justified on the ground of the very much increased running expenses, especially the enhanced cost of stores, repairs (including the abnormal delay in effecting them), and, in the majority of vessels, of provisions. It is not considered desirable in the public interest to publish the detailed proceedings of the meetings between the representative committees and the Admiralty. With this exception, the course of the negotiations has been fully reported in the public Press.

ROYAL NAVY (CONSUMPTION OF RUM IN)

House of Commons, April 20, 1915.

Hansard.

MR. HOGGE asked what was the consumption of rum in the Navy in 1914, and the average age of such rum?

DR. MACNAMARA: The figures for the year 1914 are not complete, but during the year ending 1st July 1914 the quantity of rum issued in the Navy was 421,230 gallons. The average age of the rum on issue is, so far as can be calculated, about eighteen months.

ROYAL DOCKYARDS (PAY AND PRIVILEGES)

MR. FALLE asked the Secretary to the Admiralty if he can grant to those dockyard employées who had three months' service at Invergordon previous to Christmas 1914, the same privileges as to railway passes as were granted to the Royal Navy, Royal Marines, and Royal Naval Division—that is to say, free passes? *ibid.*

DR. MACNAMARA: Instructions have been issued to the dockyards and to the senior naval officers of the distant places at which dockyard men are employed away from their homes, to the effect that men who have served away from their homes for three months may be given railway passes when it is convenient to grant them leave for the purpose of visiting their homes.

MR. FALLE asked if it has been decided to accede to the petition of the established and hired blockmakers, Portsmouth Dockyard, as regards increase of wages and the increase of establishment from six to nine?

DR. MACNAMARA: The wages of the blockmakers employed at Portsmouth Dockyard have been increased by the amount of the war increase awarded by the Committee on Production in Engineering and Shipbuilding Establishments as from 28th March. No further advance to this class is in immediate contemplation. The numbers to be allowed on the established list are being considered in connection with the general question of distribution of established numbers for all classes employed in the dockyard.

MR. FALLE asked the Secretary to the Admiralty if he can give the probable date at which the reply to the annual petition of the employées of the Director of Works Department, Portsmouth Dockyard, presented last May, may be expected?

DR. MACNAMARA: The replies to these petitions, excepting a few minor questions which still remain to be settled, were issued to Portsmouth and other yards on the 5th instant.

LORD C. BERESFORD asked if the recent increase in wages to joiners employed under the Director of Works will also be given to bricklayers employed in the same department?

DR. MACNAMARA: The case of the bricklayers employed

in the Director of Works Department was considered with those of the other classes of dockyard employés, but having regard to all the circumstances, it is not considered that any increase in the rates for this class is warranted at present. These bricklayers are, however, participating in the recent general emergency advance of 3s. a week to mechanics.

LORD C. BERESFORD asked whether the Admiralty are going to review the subsistence allowance allowed to workmen who are called upon temporarily to work outside the Home yards, in order that the allowance should be the same to skilled and ordinary labourers as that allowed to mechanics?

DR. MACNAMARA: The rate of subsistence allowance payable in such cases is dependent upon the rate of pay, all men whose day pay exceeds £100 a year being granted 7s. 6d. for the first fourteen nights and 5s. a night thereafter, and those on a lower scale of pay corresponding payments of 5s. and 3s. 4d. a night. This rate is payable for seven days a week, and is considered to be sufficient to cover all the necessary expenses for board and lodging which it is intended to meet.

WAR DEPARTMENT VESSELS (PETITIONS OF CREWS)

House of Commons, April 20, 1915.

Hansard.

LORD C. BERESFORD asked the Financial Secretary to the War Office whether the Committee appointed by the War Office and the Admiralty to consider the petitions presented by the crews of War Department vessels in September 1911, have issued their Report; and, if so, will the men concerned be informed of the results of the committee's deliberations in the same manner as that adopted by the Admiralty?

MR. BAKER: The Committee referred to duly reported, but other questions arose which involved a further inquiry by the Admiralty. The proposals resulting from this inquiry have only recently come into force. In the meantime steps were taken to give a considerable temporary increase to the wages of War Department crews. Now that the Admiralty

inquiry is complete, the question of its application to War Department employés is under consideration.

EXAMINATION SERVICE (TYNE)

MR. HERBERT CRAIG asked the Financial Secretary to the War Office whether he will state, in regard to the three vessels employed in the examination service of the River Tyne, the *Southern Prince*, the *Ben Arthur*, and the *Great Emperor*, what was the original cost of each of these vessels ; what is the present monthly rate of hire paid by the War Office ; what is the total amount of hire earned by each vessel up to date, and the name of the owner of each vessel ; and whether he can say if any modification has yet been made in the terms upon which these vessels are hired by the War Office so as to reduce the disparity of cost as compared with similar vessels requisitioned by the Admiralty ? *ibid.*

MR. BAKER : The information asked for by the hon. member may be summarised as follows :

	Original Cost.	Present Monthly Rate of Hire.	Total Amount earned by each Vessel.	Name of Owner.
<i>Southern Prince</i>	£7,200	£500	£2,568	The Prince Fishing Co., Ltd., Union Road, North Shields.
<i>Ben Arthur</i> . .	7,000	500	2,568	Richard Irwin and Sons, Ltd., Union Road, North Shields.
<i>Great Emperor</i> .	8,000	510	6,422	The John Dry Steam Tugs, Ltd., Mill Dam, S. Shields.

The rate of hire of the *Great Emperor* is being reduced to £450 per month from the 22nd instant, and that of the other two vessels has been reduced considerably since they were first hired. As the hon. member has recently been informed by letter, it is impossible, with any degree of accuracy, to compare the cost of hiring these trawlers with the cost of similar vessels requisitioned by the Admiralty.

ARMED GERMAN CRUISERS

*House of Commons, April 20, 1915.**Hansard.*

COMMANDER BELLAIRS asked the Secretary of State for Foreign Affairs if he has any official information showing that the repairs to the *Prinz Eitel Friedrich* included the use of the port for cleaning her hull, thereby increasing her speed and her chances of escape from British cruisers ; and, if such assistance was given, whether we have any assurance that the *Kronprinz Wilhelm* will only receive assistance to the extent of rendering her seaworthy for a trip to a German port within a recognised period of time ?

SIR E. GREY : Article 17 of the 13th Hague Convention of 1907 reads :—

‘In neutral ports and roadsteads belligerent warships may only carry out such repairs as are absolutely necessary to render them seaworthy, and may not add in any manner whatever to their fighting force. The local authorities of the neutral Power shall decide what repairs are necessary, and these must be carried out with the least possible delay.’

The German auxiliary cruiser *Prinz Eitel Friedrich* before her internment, had her bottom cleaned and coated with non-fouling composition while in dry dock at Newport News, thus considerably increasing her speed. His Majesty’s Government protested on the ground that the increase to her speed (or radius of action, as the case might be) was an increase to her fighting force such as the above quoted article forbids. The United States Government refuse to admit this, considering that any damage sustained from the action of the sea and not inflicted by the enemy may be made good. They also called attention to the provision that the local authorities of the neutral Power shall decide what repairs are necessary.

SUPPLIES TO ENEMY

ibid.

MR. RAWLINSON asked the President of the Board of Trade what are the exact steps which have been taken to prevent the importation of cotton into Germany and Austria ?

SIR E. GREY : As stated in my reply to the hon. member for Ealing to-day, every effort is being made, in accordance with the terms of the Order in Council of 11th March¹ to

¹ [See
p. 154.]

DOCUMENTARY HISTORY—NAVAL

prevent any sea-borne commodities of all kinds from reaching the enemy.

[There is no question asked by Mr. Nield, the member for Ealing, and replied to by Sir Edward Grey, reported in *Hansard* of this day's date; nor does the Index to *Hansard* give any reference to such a question and answer.]

DETENTION OF ENEMY SHIPS (INDIA)

MR. STEWART asked whether the Indian Government are using a number of detained German steamers in commercial trading and, at the same time, requisitioning in India for Government service cargo liners usually employed in the trade between India and this country, thereby causing delay to cargo and increased charges to merchants, who have to rearrange their freight engagements, which result in an increased cost of goods to the consumers in this country; and whether the Indian Government can see its way to use detained steamers for Government work and allow cargo liners as far as possible to do their usual business? *ibid.*

MR. C. ROBERTS: The Secretary of State is without precise information on the matter, but understands that the Indian Government has on occasions used detained enemy ships for military work and on other occasions has allowed them to be chartered for the conveyance of Indian merchandise to this country. In thus disposing of the vessels the Indian Government would seem to have been guided partly by the relative urgency at the moment of military requirements and of the requirements of Indian commerce—partly by the greater suitability of a vessel for one purpose than for the other. Some of these ships may, in the near future, be used for the carriage of Indian wheat under the Indian Government purchase scheme.

ANTI-AIRCRAFT FORCE

MR. NIELD asked the hon. member for the Saffron Walden Division, as representing the First Commissioner of Works, *ibid.*

how many of the staff of the Department have enlisted in the Anti-Aircraft Force ; how many of these men have been withdrawn from their departmental work during official hours by reason of their duties in the Aircraft Force, and for what periods ; and whether a sum of 7s. weekly or what sum has been deducted by the Department from the salaries of these persons, whether or not any official time has been lost by them ?

MR. BECK : One hundred and thirty-four members of the Office of Works staff are serving in the Anti-aircraft Corps. They are regarded as being primarily at the disposal of the Admiralty, but, as their duties have to be performed almost entirely at night, there has, in fact, been little interference with their civil duties. The sum of 7s. weekly has been deducted from their civil salaries, but the question what the deduction should be in future is receiving further consideration in view of changes recently made in the duties of the force.

DARDANELLES

Constantinople.

K.V.,
April 21,
1915.

Main Headquarters reports: Yesterday two enemy armoured ships hurled over 100 shells at intervals and from a great distance at our batteries on the Dardanelles without success ; the batteries did not think it necessary to reply to the fire.

The English who were encamped south of Ahvaz were attacked early on the 12th instant by our troops and after a fight lasting until the afternoon, were compelled to hide in the entrenchments of their camp. The fire which was opened by our artillery against four of their ships—two large and two small ones—and against two motor boats, damaged two of these ships. On our side one man was killed and ten wounded. The enemy's losses are not yet known.

SUPPLEMENTARY LIEUTENANTS (PENSIONS)

House of Commons, April 21, 1915.

Hansard.

SIR C. KINLOCH-COOKE asked the First Lord of the Admiralty whether his attention has been called to the case of

the twenty-four supplementary lieutenants who joined the Service under Orders in Council, October 1895, and August 1898, with regard to an increase of pension after fifteen years served for the maximum ; whether he is aware that in some instances these officers are serving with retired commanders junior to themselves on the active list, which means not only a junior position but £180 a year less pay ; and whether he will consider the possibility of placing these officers on the list of lieutenant-commanders and, where the appointment justifies it, promoting them to the rank of acting-commanders as a reward for war services ?

DR. MACNAMARA : The answer to the first and second parts of the question are in the affirmative. As regards the third part, all the officers referred to are already lieutenant-commanders, but the acting rank of commander can only be granted in exceptional cases when such higher rank is necessary in the interests of the Service.

LIEUTENANTS-COMMANDER

SIR C. KINLOCH-COOKE asked the First Lord of the Admiralty whether he is aware that all the lieutenants-commander of the 1898 entry who have reached the age limit of forty-five have been called to active service as commanders, whereas those who are still serving their country on the active list are allowed to remain in an inferior position to their brother officers who have served shorter periods ; and, if so, whether he proposes to take any action in the matter? *ibid.*

DR. MACNAMARA : The answer to the first part of the question is in the affirmative ; but an officer retired with the rank of commander does not take command over a lieutenant-commander who was senior to him on the active list. It is not proposed to alter the regulations on the subject.

MINE-SWEEPING (HOPPER BARGES)

SIR C. KINLOCH-COOKE asked the First Lord of the Admiralty whether any petition has been received from men employed on board the hoppers at Devonport engaged since the outbreak of hostilities in mine-sweeping operations ; *ibid.*

whether he is aware that the rates of pay of these men in one case compare unfavourably with the rates prevailing in others at the same depot and engaged in a similar capacity, and can he see his way to equalise matters in this respect; and whether he can explain why seamen on board the hoppers get no allowance or compensation such as that given to other seamen employed on similar work, nor have any guarantee of compensation in the event of an accident involving loss of life or limb other than that given in time of peace?

DR. MACNAMARA: The Admiralty has recently approved payment to the crews of hopper barges employed on mine-sweeping of rates of pay analogous to those authorised for members of the Trawler Reserve, together with a victualling allowance of 1s. 5d. a day, if the men are not victualled. Compensation for loss of life or limb due to a war risk during employment would be granted under the Injuries in War Compensation Act, at rates corresponding to those granted to the crews of fleet auxiliaries.

SHIPWRIGHTS (LEAVE)

House of Commons, April 21, 1915.

Hansard.

SIR C. KINLOCH-COOKE asked the First Lord of the Admiralty whether he is aware that shipwrights taken from Devonport Dockyard to outside districts for the purpose of effecting repairs to His Majesty's ships are unable to take their leave owing to the cost of the journey home; that one man has four days now due to him but is unable to pay the amount it would cost him to visit his wife and family; and whether he will consider the possibility of giving these men free passes to their homes say, once every three or six months during the period of their employment?

¹ [See
p. 381.]

DR. MACNAMARA: As I stated yesterday,¹ in reply to the hon. member for Portsmouth, instructions have been issued to the dockyards and to the senior naval officers of the distant places at which dockyard men are employed away from their homes, to the effect that men who have served away from their homes for three months may be given railway passes when it is convenient to grant them leave for the purpose of visiting their homes.

STOKER RATINGS (PROMOTION)

SIR CLEMENT KINLOCH-COOKE asked the First Lord of the Admiralty (1) whether he will give the number of stoker ratings serving in the Navy when war broke out, and the proportion of these ratings promoted during the preceding twelve months to warrant rank as mechanics; and (2) whether he is aware that the advertisements are appearing on hoardings in London and elsewhere asking for stokers, on the ground that this rating is eligible for advancement to warrant commission and commission rank; whether stoker ratings are ineligible for any such promotion except as mechanics; and, if so, whether he will cause the statement to be revised and the actual position stated? *ibid.*

The PARLIAMENTARY SECRETARY TO THE ADMIRALTY (DR. MACNAMARA): The advertisement to which I presume the hon. member refers indicates that, amongst other ratings, stokers are required for the Royal Navy, and gives their weekly rate of pay, besides free rations, as ranging from 11s. 8d. to 40s. 10d. in the case of chief stokers and 45s. 6d. in the case of mechanics. It further states, in a footnote, that stoker ratings entered for continuous service are eligible for advancement to warrant, commissioned warrant, and commissioned ranks. The facts of the case are correctly represented, and I see no grounds for altering the advertisement. The respective numbers of stokers and mechanics are based entirely on the requirements of the Service, and I do not think that any public purpose would be served by giving detailed figures; but naturally, mechanics and warrant mechanics form but a small proportion of the large number of stoker ratings serving.

SIR C. KINLOCH-COOKE: Is it not the fact that no stoker in the Navy can obtain, as a stoker, warrant or commission rank?

ROYAL NAVY (DOCKYARDS)

SIR C. KINLOCH-COOKE asked the First Lord of the Admiralty whether he is aware that the deck hands employed on dredging plant at Devonport are still only in receipt of *ibid.*

23s. a week ; and will he explain why these men have not participated in the general increase granted to the labourers in the Royal dockyards ?

DR. MACNAMARA : This question has been under consideration, and instructions have been issued that all deck hands of dredging plant are to be advanced to the present labourers' rate.

SIR C. KINLOCH-COOKE asked the First Lord of the Admiralty whether the Government proposes to grant a small bonus for the period of the war to dockyard pensioners whose pensions range from 10s. to £1 a week, so as to enable them to meet the increased cost of food ; and whether he is aware that in many cases the man's pension is all he has to live upon, and that in not a few cases other persons are dependent upon him ?

DR. MACNAMARA : It is not proposed to make the augmentations suggested by the hon. member.

DARDANELLES

April 22.

Times,
April 23,
1915.

The war news officially circulated from Berlin through German wireless stations states that the *Tageszeitung* publishes a special despatch, according to which 20,000 English and French troops have landed near Enos, and adding that a heavy cannonade took place between the Turkish batteries and the ships of the Allies.

WARRANT OFFICERS (PAY)

House of Commons, April 22, 1915.

Hansard.

SIR CLEMENT KINLOCH-COOKE asked the First Lord of the Admiralty whether he is now in a position to make any statement concerning the pay of warrant officers, Royal Navy, and the granting of separation allowance to their wives and families ; whether he is aware that in present circumstances many chief petty officers are drawing higher pay, counting separation allowance, than many warrant officers, and that, while the pecuniary position of the lower deck has been advanced since the outbreak of war by the granting of separa-

tion allowances and the pay of lieutenants and sub-lieutenants has been increased, the pecuniary position of warrant officers remains as it was ?

THE PARLIAMENTARY SECRETARY TO THE ADMIRALTY (DR. MACNAMARA) : I am not yet in a position to make any statement as regards separation allowance in the case of warrant officers. No alterations in the pay of warrant officers are in contemplation.

SIR C. KINLOCH-COOKE : When does the right hon. gentleman think that he will be in a position to make a statement to the House on the subject ?

DR. MACNAMARA : I cannot say the exact time. I hope that there will not be any undue delay. I will give no undertaking as to what the position will be.

THE TRANSPORT *MANITOU* (ADMIRALTY COMMUNICATION)

LORD CHARLES BERESFORD asked the First Lord of the Admiralty whether he will state to the House all the circumstances which happened with regard to the attack on the transport *Manitou* ; whether he is aware that the communication already made by the Admiralty¹ leaves a mystery which is disquieting ; and whether he is aware that such mystery gives occasion for unfair inferences to be drawn ? *ibid.*

DR. MACNAMARA : The transport *Manitou*, with troops on board, was stopped by the Turkish torpedo-boat *Timur Hissar*, which had escaped from Smyrna. The crew and troops were ordered to abandon the vessel, about eight minutes being given. The torpedo-boat then fired three torpedoes at the transport which missed. She was then driven off by the British destroyers, which had come up. She was chased and eventually beached herself and was destroyed, her crew being captured. While the troops were leaving the transport, two boats capsized, fifty-one lives being lost. In one case a davit broke, and in the other the boat appears to have been overcrowded. There is nothing either mysterious or disquieting about this affair. The essential facts were made public by the Admiralty as soon as they were known. I do not know what unfair inferences have been drawn.

¹ [See p. 364.]

DOCUMENTARY HISTORY—NAVAL

SIR C. KINLOCH-COOKE: How was it reported that a hundred lives were lost when there were only fifty-one?

DR. MACNAMARA: I cannot answer that.

LORD C. BERESFORD: Is the right hon. gentleman aware that it was because the essential facts were not stated that there was in the country a general idea, which was unfounded, that there had been damage done?

DR. MACNAMARA: I think that the noble Lord will gather from the answer which I have given that the essential facts were made known by the Admiralty as soon as they were known.

MR. BOYTON: Can the right hon. gentleman say what were the troops that were concerned in this disaster?

DR. MACNAMARA: Perhaps the hon. member will give me notice.

PRISONERS OF WAR (ACCOMMODATION IN STEAMSHIPS)

House of Commons, April 22, 1915.

Hansard.

SIR FORTESCUE FLANNERY asked the Secretary to the Admiralty whether the steamers *Ascania*, *Scotian*, *Lake Manitoba*, *Saxonia*, *Ivernia*, and *Royal Edward*, or any of them, still remain occupied by German prisoners of war; whether he can state what is the cost per head per day of the housing accommodation afforded by these steamers; whether for lodging alone each German prisoner on board these ships is costing at the rate of £80 per annum; and whether, in view of the difficulty of obtaining ships sufficient for the legitimate requirements of transport, the use of sea-going vessels for the purpose of imprisonment will be discontinued?

DR. MACNAMARA: The use of sea-going vessels for the internment of prisoners has always been considered a temporary measure, and every endeavour has been made to free the ships for their legitimate purpose. The *Saxonia*, *Royal Edward*, and *Uranium*, are the only ships now being so used. The two former will be released for other purposes by the end of the month. The date at which the *Uranium* (taken up to replace the *Lake Manitoba*, required for other work) can be freed is not yet fixed, but it will be early. The cost

of the service was given in reply to my hon. friend the member for Deptford on 15th March.¹

¹ [See
p. 182.]

TORPEDOED BRITISH SHIPS

LORD C. BERESFORD asked the Prime Minister whether steps will be taken to confiscate a German or Austrian ship at present interned for every British merchant ship sunk by German submarines? *ibid.*

The PRIME MINISTER: The suggestion put forward in the question was carefully considered by His Majesty's Government, but it was decided not to adopt it for the present. This decision will not, however, preclude a reconsideration of the matter, should circumstances demand it.

DARDANELLES

LORD C. BERESFORD asked the Prime Minister if he will inform the House who is responsible for the operations in the Dardanelles; whether it was intended to be in the nature of combined naval and military operations; and whether the ultimate success of the operations will be considerably delayed owing to the naval attack having been delivered before the Army was landed? *ibid.*

The PRIME MINISTER: These operations are being jointly conducted by the Navy and Army in co-operation, under the responsibility of His Majesty's Government. It is not desirable at the present stage to say anything further.

BRITISH LOSSES (NAVAL FORCES)

MR. JOHN asked the Prime Minister whether he will state, separately, the losses sustained by the Army and the Navy from the commencement of the war to the 31st March last, indicating, respectively, the numbers killed, wounded, and missing? *ibid.*

The PRIME MINISTER: The number of officers and men of the Royal Navy, Royal Marines, Royal Naval Reserve, and Royal Naval Volunteer Reserve killed, wounded, and missing from the commencement of the war to the 31st March 1915, are as follows:—

OFFICERS	
Killed	332
Wounded	61
Missing	7
Interned	41
Prisoners	11
Total	<u>452</u>

MEN	
Killed	4981 (including 57 Mercantile ratings lost in H.M.S. <i>Bayano</i>).
Wounded	640 (including 3 Interned and 50 Prisoners).
Missing	72
Interned	1524 (exclusive of 34 wounded).
Prisoners	924 (exclusive of 50 wounded).
Total	<u>8141</u>

ENEMY VESSELS (BRITISH PRIZES)

House of Commons, April 22, 1915.

Hansard.

MR. HOUSTON asked the President of the Board of Trade whether it is his Department that controls and employs enemy vessels which were interned in British ports or captured as prizes and not sold to private owners, and are, or have been, employed in carrying coal or other cargoes from British ports to British and French ports, in carrying cargo from Indian, Colonial, or foreign ports to ports in the United Kingdom or in Allies' countries, and coal or other cargo outwards from this country, in carrying troops, animals, munitions of war, stores, food-stuffs, or coal on Government account; if not his Department, will he state respectively which Department does control and handle each of the aforementioned

classes, and will he state whether profits are being made by the employment of these steamers and how the profits will ultimately be disposed of; and whether there is any intention of crediting or handing over any portion of the profits to the alien enemy owners of these vessels—at the time of internment or capture—after the termination of the war?

MR. RUNCIMAN: The arrangements for the employment and control of such captured and interned enemy vessels as are used in the carrying trade are made by a Special Committee of representatives of the Government Departments concerned, under the chairmanship of Vice-Admiral Sir E. Slade. The ships which have been requisitioned for Admiralty purposes are under the control of the Admiralty; and a certain number of ships are being utilised under the control of the Indian and Australian Governments. It has not yet been decided how any profits that may be made in each class of case will ultimately be disposed of, but there is no intention of handing them over to the alien enemy owners or ex-owners of the vessels.

LERWICK EXPLOSION

MR. CATHCART WASON asked if as great consideration will be shown to those who suffered by the explosion at Lerwick as was given to Scarborough? *ibid.*

DR. MACNAMARA: Inquiry into the causes of the explosion at Lerwick is still proceeding, and the question of granting compensation will receive careful consideration; but, in regard to this, I would point out to my hon. friend that the circumstances are entirely different from those at Scarborough.

PRISONERS OF WAR (TREATMENT IN GERMANY AND GREAT BRITAIN)

LORD C. BERESFORD asked the Prime Minister the names of the British officers who have been sent to fortresses to undergo solitary confinement in Germany; and whether he will state the regiments of the officers so confined and their ranks, and

the places to where they have been sent to undergo their sentences?

The UNDER-SECRETARY OF STATE FOR FOREIGN AFFAIRS (MR. PRIMROSE) : On the 13th instant I requested the United States Ambassador in London to be good enough to ask the United States Ambassador at Berlin, by telegram, to ascertain from the German Government whether there was any truth in the statement which had appeared in the Press that morning that thirty-nine British officers had been placed in imprisonment in military detention barracks in retaliation for the alleged harsh treatment of the crews of German submarines. On the 17th instant the United States Ambassador informed me that a number of British officers had been placed under officers' arrest as a reprisal for the treatment of the German submarine crews in England, and that the further procedure against those officers would be made to conform to the treatment of the German prisoners. I thereupon asked His Excellency to be good enough to ascertain, by telegraph, the names of the British officers who had been arrested. We have informed the United States Embassy that an inspection can be made of the treatment of German submarine officers and crews here if the same facilities are given by the German Government for inspection of the treatment of these British officers. This is practically the only way in which further information can be obtained.

LORD C. BERESFORD : May I ask if the hon. gentleman will let the House know when he gets the reply?

MR. PRIMROSE : I have no doubt it will be published as soon as possible.

LORD C. BERESFORD : Can the hon. gentleman give us any information as to when he can get it?

MR. PRIMROSE : No.

STEAMSHIP TRAFFIC STOPPED

Amsterdam, April 22.

The following official British statement is issued here :

All shipping and passenger traffic between Holland and the United Kingdom is stopped for the time being. No ships will leave the United Kingdom for Holland after to-day. Ships from Holland will not be admitted to the United

Kingdom after to-day. It is hoped shortly to resume a limited cargo and passenger traffic. Special arrangements are being made for the transport of the mail.—*Reuter*.

SERBIAN ATTACK ON AUSTRIAN GUNBOATS

Nish, April 25.

On the night of April 22-23, we made a surprise attack on the enemy's river gunboats north of Semlin. One gunboat was damaged, and this caused great confusion among the rest of the flotilla and on both banks of the Danube. The enemy replied with rifle and machine-gun fire which did no damage.

The enemy opened fire from his guns of position towards Belgrade against our aeroplanes, which were engaged in reconnaissance work, but his efforts were without result.—*Serbian Press Bureau*.

GERMAN FLEET IN NORTH SEA

Amsterdam, April 23.

An official telegram from Berlin says :

The Admiralty Staff states that recently the German High Sea Fleet has repeatedly been cruising in the North Sea, and has advanced into English waters without meeting any British naval forces.—*Reuter*. *Times*,
April 24,
1915.

BLOCKADE OF CAMEROONS

Foreign Office, April 24, 1915.

His Majesty's Government have decided to declare a blockade of the coast of the Cameroons as from midnight April 23rd-24th. The blockade will extend from the entrance of the Akwayafe River to Bimbia Creek, and from the Bengue mouth of the Sanaga River to Campo. *L.G.*,
April 27,
1915.

Forty-eight hours' grace from the time of the commencement of the blockade will be given for the departure of neutral vessels from the blockaded area.

COMPENSATION FOR SEAMEN

The Board of Trade have appointed a Committee, consisting of Mr. W. B. Yates (chairman), Mr. A. C. Gordon, of the Claims *Times*,
April 24,
1915.

Department of the Government War Risks Insurance Office, and Mr. W. H. G. Deacon, I.S.O., the chief superintendent of the Mercantile Marine Offices in the London district, to consider any cases of hardship that may be brought before them on behalf of masters, officers, and seamen, including pilots and apprentices, of British merchant and fishing vessels who have lost personal effects through hostile operations at sea, without being in a position to recover compensation or to obtain adequate relief in respect of such losses from other sources, and to grant such sums as they may think just in any such cases.

Communications should be addressed to the secretary to the Committee, Mr. C. F. Bickerdike, at 47 Victoria Street, London, S.W.

RUSSIAN FLEET OFF THE BOSPHORUS

Petrograd, April 26.

The following *communiqué* is issued by the Headquarters Staff :—

Our Black Sea Fleet yesterday bombarded the Bosphorus forts. Great explosions were observed in one fort. A Turkish battleship which was in the Straits made a futile reply to our fire.

Petrograd, April 26.

The following semi-official *communiqué* dated April 25 is issued here :

At 6 A.M. the Black Sea Fleet approached the Bosphorus. At 8 A.M. the vessels opened fire with heavy guns against the forts and batteries. They successfully shelled the two forts at Fener, the Karibdje, Jumburnu, and Uzuniar forts, and the forts at Kavaka-Madjer. As a result of the bombardment great explosions were observed in the forts.

The Turkish warships in the Straits were shelled and forced to retire. The battleship *Torgud* (*Torgut Reis*?) replied to our fire without effect.

Enemy torpedo-boats which advanced towards us were quickly driven off by the fire of our ships. Observations made by hydroplanes showed the accuracy of the fire of the squadron.

The enemy's batteries attempted to shell our aviators, but without success.—*Reuter*.

DARDANELLES

The War Office and the Admiralty make the following announcement :— *Times*,
April 27,
1915.

The general attack on the Dardanelles by the Fleet and the Army was resumed yesterday (April 25).

The disembarkation of the Army, covered by the Fleet, began before sunrise at various points on the Gallipoli Peninsula, and, in spite of serious opposition from the enemy in strong entrenchments protected by barbed wire, was completely successful. Before nightfall large forces were established on shore.

The landing of the Army and the advance continue.

The War Office and Admiralty make the following announcement (April 27) : *Times*,
April 28,
1915.

After a day's hard fighting in difficult country, the troops landed on the Gallipoli Peninsula are thoroughly making good their footing with the effective help of the Navy. The French have taken 500 prisoners.

The following telegram has been officially published in Cairo :

'The Allied forces under Sir Ian Hamilton have effected a landing on both sides of Dardanelles under excellent conditions ; many prisoners taken, and our forces are continuing their advance.'

Paris, April 27.

The War Office issues the following announcement (April 28) : *Times*,
April 29,
1915.

In face of continual opposition the troops have now established themselves across the end of the Gallipoli Peninsula from a point north-east of Eski Hissarlik to the mouth of the stream on the opposite side.

They have also beaten off all attacks at Sari Bahr, and are steadily advancing.

The Turks had made considerable preparations to hamper

any landings. Wire entanglements under the sea as well as on land, and deep pits with spikes at the bottom were among the obstacles overcome by the troops.

Amsterdam, April 28.

A Constantinople official *communiqué* states :

The enemy renewed their attempts against Gaba Tepe and the south coast of Gallipoli, but were successfully repulsed.

Yesterday fresh forces of the enemy attacked near the coast at Kum Kale, but were obliged to retreat, abandoning three machine guns.—*Reuter*.

The following statement on the progress of the operations in the Dardanelles from the 25th to the 29th April was issued yesterday by the War Office and the Admiralty :

The disembarkation of the Army began before sunrise on the 25th. Six different beaches were used, and the operation was covered by the whole Fleet. The landing was immediately successful on five beaches, although opposed with vigour by a strongly entrenched enemy in successive lines protected by barbed wire entanglements, in some places fifty yards wide, and supported by artillery. On the sixth beach, near Sedd-el-Bahr, the troops could not advance until the evening, when a fine attack by British infantry from the direction of Cape Tekeh relieved the pressure on their front. The arrangements for the landing had been concerted in the utmost detail between the Fleet and the Army.

The result of the first day's operations was the establishment of strong British, Australasian, and French forces at three main points, namely, the Australian and New Zealand troops on the lower slopes of Sari Bahr to the north of Gaba Tepe, the British troops at Cape Tekeh, Cape Helles, and near Morto Bay, and the French force on the Asiatic shore at Kum Kale after a gallant attack towards Yeni Shehr. During the afternoon of the 25th strong counter-attacks by the enemy began, and hard fighting took place. Meanwhile the disembarkation of the Army proceeded continuously, favoured by good weather.

Times,
April 29,
1915.

Times,
May 1,
1915.

At daybreak on the 26th the enemy were still holding the village and position of Sedd-el-Bahr, which was a labyrinth of caves, ruins, trenches, pits, and entanglements. Aided by the gun-fire of the Fleet, this position was stormed by the British in a frontal attack through undamaged wire entanglements. Sedd-el-Bahr was taken at about 2 P.M., four pom-poms being captured. The situation at this end of the peninsula was thus definitely secured, and the disembarkation of the French and British forces proceeded.

On the morning of the 27th, after repulsing a Turkish attack upon their left towards Cape Helles, the Allied force advanced, and at 8 P.M. was established in an entrenched line running from a point about two miles to the north of Cape Tekeh to the small plateau above De Totts battery. From this line an advance has since been made to the neighbourhood of Krithia.

Meanwhile the Australian and New Zealand troops at Sari Bahr, who had pushed on with the utmost boldness after landing on the 25th, had been engaged almost constantly with the enemy, who made strong and repeated counter-attacks, which were invariably repulsed. The Australian and New Zealand troops fought with fine spirit and determination. Early on the morning of the 27th a fresh Turkish division was launched against Sari Bahr, preceded by heavy artillery fire. A hot engagement followed. The enemy came on boldly time after time, but the Australian and New Zealand troops defeated every attempt, and by 3 P.M. had resumed the offensive.

The French troops at Kum Kale were also four times strongly counter-attacked on the 26th, but retained all their positions. Five hundred Turks who, in the course of one of these counter-attacks, were cut off by the fire of the Fleet, were made prisoners.

The operation of landing the Army in the face of modern weapons, in spite of wire entanglements under the sea as well as on land, land mines, and deep pits with spikes at the bottom, has thus been accomplished. The Admiral reports that the Fleet are filled with an intense admiration of the achievements of their military comrades.

The casualties in the Army have necessarily been heavy. The casualties in the Fleet are not numerous, and appear

to be confined to the destroyers and to the boats' crews engaged in the landing operations, in which the merchant captains, officers, and crews of the transports have also taken part.

During these operations the Turkish warships from Nagara have several times attempted to intervene, but have always made off directly the *Queen Elizabeth* was at hand. At noon on the 27th, however, a transport of about 8000 tons was reported off Maidos, and before she could escape the *Queen Elizabeth* opened fire. The third shot hit and destroyed her, and she sank rapidly; but whether she contained troops or not could not be seen.

On the 28th and 29th the Allied forces rested, and improved and consolidated their positions and continued the disembarkation of stores and artillery. All counter-attacks by the enemy, which were incessant on the 28th but weaker on the 29th, were repulsed.

The Fleet, as well as supporting the Army, began to engage the batteries. The *Triumph* bombarded Maidos, which was in flames last night (29th).

The next phase of the operations will be dealt with when it is complete and not in daily *communiqués*.

C.O.,
May 8,
1915.

On April 25 a regiment of Colonial infantry with a battery of 75 mm. guns, which was ordered to create a diversion on the Asiatic bank, landed at Kum Kale, under the protection of the fire from the guns of the French ships. The disembarkation was carried out in good conditions, and occupying Kum Kale the force marched on Yeni Shehr. A fierce fight with the enemy began that night, and continued the following day.

The Turks, who were in greatly superior force, suffered heavy losses, and 500 were taken prisoners. The re-embarkation of our troops was effected during the night of the 26th with the support of the warships. The diversion had completely succeeded, and while it was being made large forces of the Allies were landed in the Gallipoli Peninsula.

Constantinople.

Report from Main Headquarters: To-day in the fore-noon the Russian fleet opened fire outside the firing line of our fortifications on the Bosphorus, with the object of making a demonstration; the firing lasted half an hour, and the Russian fleet withdrew immediately afterwards in a northerly direction. Our fortifications did not consider it necessary to reply to the fire.

K.V.,
April 25,
1915.

Constantinople.

Headquarters reports: On the 25th inst. the enemy attempted under cover of his warships to land at four points on the west coast of the Peninsula of Gallipoli, viz., at the mouth of the Sighin Dere, on the strip of coast of Ari Burnu west of Kaba Tepe, on the coast of Teke Burnu, as well as in the region of Kum Kale. The enemy troops who had landed on the strip of coast of Teke Burnu were pushed back into the sea by a bayonet attack of our soldiers. The troops which had reached the land near Ari Burnu, attempted to advance, but were forced to retreat by an attack of our troops and pushed back to the coast. A part of the enemy forces in this direction was compelled to make a rapid flight to the ships last night. To-day our troops continued their attacks successfully at all the above points. At the same time a fleet approached the Straits, to undertake the assault from the sea, but was forced to retire before our fire. In this action an enemy torpedo-boat was sunk and another heavily damaged. It had to be towed to Tenedos. To-day the enemy made no attempt against the Dardanelles from the sea. The following additional report is made: The enemy troops which had landed near Kum Kale wanted to advance under cover of their warships, but in spite of the violent bombardment from all sides, our troops carried their attack through with success and forced the enemy back to the coast. The enemy lost 400 killed, besides which we took 200 prisoners. Our losses are insignificant. A detachment of Mussulman soldiers which had disembarked with the French on this strip of coast came over to us. On the other spot near Kaba Tepe we took prisoner a number of English and Australians, among whom were a captain and a lieutenant.

K.V.,
April 26,
1915.

Berlin, April 27.

An enemy torpedo-boat was sunk. Another torpedo-boat was heavily damaged and had to be towed to Tenedos. The enemy did not undertake any operations from the sea against the Dardanelles to-day.—*German Wireless.*

Constantinople.

K.V.,
April 27,
1915.

Headquarters reports: The banks of the Sighin Dere, west of Sedd-el-Bahr, have been cleared of the enemy. The enemy, who had landed in the neighbourhood of Kaba Tepe, endeavours to maintain himself in his defensive positions under cover of the fire of his ships. Early to-day our troops carried the said positions by storm, forced the enemy to retire along the whole front, and caused him exceptionally heavy losses. A part of the enemy who had fled to the sea escaped in his boats and retired with all speed. Those who were unable to flee displayed white flags and surrendered in crowds.

We ascertained that an enemy transport steamer was struck by shots from our artillery and sank near Ari Burnu. A report, brought in at the last hour at 4.30 P.M., states that the enemy forces, estimated at four brigades, were driven into the sea on the coast of Kaba Tepe.

An enemy cruiser with a broken mast and a damaged stern was towed into Tenedos.

Constantinople.

K.V.,
April 29,
1915.

In the supplementary reports on the events in the Dardanelles, the bravery and the dash of the Turkish officers and soldiers are more and more clearly revealed. During the fights on the Peninsula of Gallipoli, especially near Kaba Tepe, the Turkish soldiers fought uninterruptedly throughout two days and a night without showing the least sign of exhaustion, against the constantly renewed advance of enemy forces. During the first fights at Kum Kale the Turkish troops did not waste a single shot, but merely threw back the enemy with the bayonet. During the fighting forty enemy warships, including the Russian cruiser *Askold*, which had been placed on observation, bombarded Sedd-el-Bahr and Kum Kale from time to time. The Turkish forts returned the

fire with success, and sank two torpedo-boats and one transport. As already announced, a heavily damaged cruiser had to be towed to Tenedos. The booty won by the Turks includes a large number of rifles and a quantity of ammunition.

Constantinople.

Last evening Main Headquarters made the following communication: The enemy, who had landed in the neighbourhood of Kum Kale, was completely driven off in spite of all his efforts to maintain himself on the land under cover of the fire of his ships; not a single enemy remains on the Asiatic shore of the Dardanelles. The enemy forces on the point of Kaba Tepe maintain themselves obstinately under cover of the fire of the enemy ships; the enemy has been driven away from the other parts of the Peninsula of Gallipoli. On April 28 the fire of our batteries damaged the French armoured cruiser *Jeanne d'Arc*, and she had to retire to Tenedos in a burning condition. On April 28 an English torpedo-boat destroyer sank at the entrance of the Straits in consequence of a fire caused by our shells. An attack by sixteen armoured ships and many torpedo-boat destroyers on our advanced batteries in the Straits on April 27 had the following result. The thousands of shells fired against our batteries and infantry positions had only slightly wounded a few soldiers by the evening; on the other hand, two transport steamers before Sedd-el-Bahr were repeatedly hit by our shells, so much so that one of them ran aground immediately. We have sunk a row of boats and sailing ships filled with soldiers which were near the transports with their tow boats. The English battleships *Majestic* and *Triumph* were damaged and retired from the firing line. During the last two days the enemy fleet made no further attempts on the Straits.

K.V.,
April 30,
1915.

Constantinople.

Headquarters reports: The enemy left wing, which had been thrown out of its positions near Kaba Tepe, towards the north in the direction of Ari Burnu by our repeated attacks, attempted to advance yesterday in order to escape from the effective flank fire of our artillery, but was again driven into its old positions on the shore by a bayonet charge. On this

K.V.,
May 1,
1915.

occasion we captured two machine-guns with complete equipment and ammunition. The enemy who had landed near Sedd-el-Bahr at protected coast positions, and who might have fancied themselves covered, actually find themselves in an untenable position in consequence of the fire of our batteries on the Anatolian Coast.

The enemy ships, having to protect their forces ashore with the fire of their heavy artillery, took no action against the Straits.

The Australian-English submarine *A.E. 2* was sunk a few days ago by our warships whilst attempting to penetrate into the Sea of Marmora. The crew, composed of three officers and twenty-nine men, was taken prisoner.

An enemy seaplane, while flying over the Gulf of Alexandretta, was damaged by our fire and fell into the sea. The wreckage was picked up by a cruiser present in those waters.

The following message from the King has been despatched to Vice-Admiral de Robeck and General Sir Ian Hamilton :—

‘It is with intense satisfaction that I have heard of the success which, in face of determined resistance, has attended the combined naval and military operations in the Dardanelles. Please convey to all ranks, including those of our Allies, my hearty congratulations on this splendid achievement.’

Sydney, April 30.

Mr. Fisher, the Prime Minister, has received the following cable from the King :

‘Heartily congratulate you upon the splendid conduct and bravery displayed by the Australian troops in their operations in the Dardanelles. They, indeed, proved themselves worthy sons of the Empire.’

The King’s message was read in the Senate and the House of Representatives to-day amid great enthusiasm.

The following telegrams have passed between the First Lord of the Admiralty and the Governor-General of the

Times,
May 1,
1915.

ibid.

Times,
May 3,
1915.

Commonwealth of Australia and the Governor of New Zealand,
through the Colonial Office :—

FIRST LORD'S MESSAGE

30/4/15.

On behalf of the Board of Admiralty I express our heartiest congratulations on the brilliant and memorable achievements of the Australian and New Zealand troops at the Dardanelles. The Admiral telegraphs that the Fleet is filled with intense admiration at the feat of arms accomplished by the Army.

CHURCHILL.

REPLY FROM GOVERNOR-GENERAL OF THE COMMONWEALTH
OF AUSTRALIA

1/5/15.

Will you kindly thank the First Lord and Board of Admiralty for congratulations. To win the admiration of the British Tar is an honour worth having, and the participation of His Majesty's Australian troops with the Navy in these great operations will cement their comradeship in arms.

R. MUNRO-FERGUSON.

REPLY FROM GOVERNOR OF NEW ZEALAND

1/5/15.

On behalf of myself, my Government, and the people of New Zealand, I desire to thank you and the Board of Admiralty for the very kind message of congratulations which you have sent. It is a source of great gratification to every one in this Dominion to feel that their troops have been so closely connected in those arduous operations with the officers and men of the Royal Navy, to whom the Empire owes so much.

LIVERPOOL.

Constantinople, May 1.

Turkish Main Headquarters reports :—

At Kaba Tepe, Gallipoli, the enemy made attempts to fight his way out of a narrow strip of land, where he had been shut in, but we repulsed his efforts, and forced the enemy to retreat 500 metres from the sea-coast and to flee within

the protection of the ships' guns. We inflicted enormous losses on the enemy. Attempts made by the enemy in the Bay of Saros to land troops under the protection of part of the Fleet were completely frustrated by us.

The official English reports of the Dardanelles battles between April 25 and 29, admit heavy losses of the Allied armies and fleets.—*German Wireless*.

THE KAISER AND TIRPITZ

Amsterdam, April 25.

A Berlin telegram states that the Emperor has sent the following telegram to Admiral von Tirpitz, the German Minister of Marine, from Main Headquarters:

On to-day's fiftieth anniversary of your entering the naval service I express to you my heartiest congratulations, also my pleasure that with God's help it has been granted you to celebrate this day still in active service and in full vigour. I readily embrace this opportunity to assure you of my warmest gratitude for the great services you have rendered to the Fatherland by the successful expansion of the Navy.

With justified pride you can look to-day on this your life work, the importance of which in the present war has been strikingly shown. As a sign of my gratitude I confer on you the Cross with Swords of Grand Commander of the Royal Order of the House of Hohenzollern.—*Reuter*.

LOSS OF LÉON GAMBETTA

Paris, May 1.

The armoured cruiser *Léon Gambetta*, while cruising at the entrance to the Otranto Straits, was torpedoed on the night of the 26th to 27th April, and sank in ten minutes. All the officers perished at their posts. One hundred and thirty-six of the crew, eleven of whom were petty officers, were saved by ships promptly sent to the rescue by the Italian authorities. The vessel was torpedoed at 1.30 A.M. some twenty-five miles from Santa Maria di Leuca. The attack on her was made by the Austrian submarine *U 5*, which fired two torpedoes. The survivors were rescued by Italian torpedo craft and tugs. A

preliminary list of these survivors has reached the Ministry [of Marine], but it cannot be guaranteed as exact, and it is necessary to accept with reserve the indications which have been made public on this subject.

Vienna.

The Naval Command publishes the following communication: Submarine *V*, under the command of Lieutenant Georg Ritter von Trapp, has torpedoed and sunk the French armoured cruiser *Léon Gambetta* in the Ionian Sea. K.V.,
April 28,
1915.

Paris, April 29.

A *communiqué* issued by the Ministry of Marine to-night says:

One hundred and ten survivors of the *Léon Gambetta* have been sent to Syracuse; twenty-six others are at Brindisi. The bodies of Admiral Senes and fifty-two seamen were buried at Santa Maria di Leuca. The circumstances in which the cruiser was lost have not yet been established. For the moment no reliance should be placed upon stories and comment emanating from foreign sources.—*Reuter*.

Toulon, April 30.

M. Augagneur, the Minister of Marine, has telegraphed to Madame Senes, the widow of Rear-Admiral Senes, who was drowned in the disaster to the French cruiser *Léon Gambetta*, the condolences of the French Navy on the occasion of the premature death of her husband. Madame Senes has received other messages of sympathy.—*Reuter*.

THE ELUSIVE BRITISH FLEET

Berlin, April 26.

The German papers call attention to the fact that the German battle fleet has patrolled the entire North Sea without meeting the British Fleet, which is hiding somewhere on the north coast of Scotland or in the Irish Sea. The naval expert

of the *Deutsche Tageszeitung*, Count Reventlow, accentuates that for the first time the German Admiralty has announced that the entire German Fleet is busily engaged searching the North Sea for the British Fleet, whereas before only squadrons have been sent out. Further proof of the abdication of the North Sea by the British is the fact that a German submarine has been able to escort a captured British steamer from Aberdeen across the North Sea to Cuxhaven.—*German Wireless*.

ENEMY AEROPLANES ACTIVE

Berlin.

K.V.,
May 4,
1915.

Our aeroplanes in Flanders have lately displayed brisk activity. They have carried out numerous attacks on the enemy's naval forces and merchant ships, and scored repeated successes. Amongst others, a British battleship of the *Formidable* class was attacked by bombs and damaged by hits on April 26th in the Westdiep. On the same day English boats on patrol duty were successfully attacked.

THE GERMAN REPRISALS

Times,
April 26,
1915.

The Secretary of State for Foreign Affairs has received the following communication :

The American Ambassador presents his compliments to His Majesty's Secretary of State for Foreign Affairs, and, with reference to the telephonic message referred to in the last paragraph of the Note Sir Edward Grey was good enough to address to him on the 19th instant, asking for the names of the thirty-nine English officers in Germany who have been placed under arrest as a reprisal for the treatment of German submarine crews in England, has the honour to quote the following telegram he has just received from the Ambassador at Berlin :

List of officers is as follows :

CAPTAINS.

Robin Grey, Royal Flying Corps.
George Elliott, Royal Irish Regiment.
Coke, Scots Guards.
Jump, 1st Dragoons.

Montgomery, 7th Dragoon Guards.
 Spence, Middlesex Regiment.
 Ashton, 2nd Life Guards.

LIEUTENANTS.

Houldsworth, Gordon Highlanders.
 Master of Saltoun, Gordon Highlanders.
 Goschen, Grenadier Guards.
 Campbell, Royal Horse Guards.
 Ivan Hay, 5th Lancers.
 Hunter Blair, Gordon Highlanders.
 Keppel, Coldstream Guards.
 Lord Garlies, Scots Guards.
 Trafford, Scots Guards.
 Colin Campbell, Argyll and Sutherland Highlanders.
 Fitzroy, Scots Guards.
 Hamilton, Gordon Highlanders.
 Bingham, Royal Welsh Fusiliers.
 Cartwright, Middlesex Regiment.
 MacLeod, Royal Field Artillery.
 O'Malley, Royal Munster Fusiliers.
 Robertson, Gordon Highlanders.
 Stewart, Gordon Highlanders.
 Wavell-Paxton, Coldstream Guards.
 H. G. McNeile, Coldstream Guards.
 Hickman, 4th Royal Irish Dragoons.
 Graves, Royal Scots.
 Graham Watson, Royal Scots.
 French, Royal Irish Regiment.
 Palmer, 2nd Life Guards.
 Allistone, Middlesex Regiment.
 Rogerson, 18th Hussars.
 Sanderson, 4th Dragoons.
 Stewart Menzies, Scots Guards.
 Gage Brown, 1st Life Guards
 Schoon, King's Royal Rifles.
 Jolliffe, Scots Guards.

Officers have been placed in arrest barracks at following places: 15 at Magdeburg, 7 at Burg, 1 at Torgau, 13 at

Cologne, 1 at Frankfort-on-the-Oder, 2 at Rastatt, to be transferred to Karlsruhe, Baden.

NORTH SEA CROSSING FORBIDDEN

Rotterdam, April 27.

The British Consulate here announces that no British ships bound for British ports will be allowed to leave Dutch ports to-day.—*Reuter.*

PACIFIC CLEAR OF GERMAN SHIPS

Melbourne, April 27.

Mr. Pearce, Minister of Defence, announces that a British warship has captured the German trading steamer *Elfriede*, which is believed to be the last German vessel in the Pacific.—*Reuter.*

BRITISH PRISONERS IN GERMANY

House of Lords, April 27, 1915.

Hansard.

LORD NEWTON rose to call attention to the correspondence respecting the treatment of prisoners of war and interned civilians in the United Kingdom and Germany respectively: . . . But, my Lords, with regard to this question of retaliation we have a singularly unfortunate object-lesson before us at the present moment. We have, unfortunately, provided the Germans with a pretext of which they have not been slow to take advantage. Owing to what is generally believed to be the more or less independent action of the First Lord of the Admiralty, the prisoners taken from submarines have been treated differentially from other prisoners. What is the result? The German Government has not only retaliated, but it has retaliated with vindictive tyranny. By retaliation I understand that you do exactly the same thing as the other party. But in this case there is no equality of treatment. The submarine prisoners, I believe, consist of three officers and thirty-six men, whereas the German Government has laid hands upon thirty-nine British officers irrespective of rank, and has apparently chosen officers who belong to families whose names are well known; and it is an instructive sign of the feeling of the German Government

with regard to this matter that one of these unfortunate hostages is the son of the ex-British Ambassador at Berlin who, only a short time ago, was so severely wounded that his life was, for a time, despaired of. Personally I entertain the opinion that the German Government looks upon prisoners in a totally different light from that in which we do. I am convinced that the German Government looks upon prisoners as mere wreckage. And judging from the correspondence in the other White Paper recently presented—No. 8—I gather that the only prisoners in whom they take any interest at all and whom they wish to recover are those who are still capable of rendering some form of military service. . . .

The MARQUESS OF LANSDOWNE : . . . I wish to say a word about another matter—I mean that which is usually spoken of as the question of reprisals. I greatly regret that the word 'reprisals' should have been admitted into this controversy at all. Your Lordships are all, I think, familiar with the statement¹ which was published by the Admiralty on March 9 last. It was announced in that statement that prisoners taken from the German submarine *U 8* were to be made the subject of special restriction, and could not be accorded the distinctions of their rank or be allowed to mingle with others prisoners of war. Those words, carefully and closely interpreted, do not really go very far; but I am afraid there is no doubt whatever that they have been taken by many people who have read them and by a good many who have not taken the pains to read them carefully to indicate that His Majesty's Government were prepared to embark upon a course of reprisals in the true sense of the word. To my mind no policy could be more unfortunate or disastrous than a policy of reprisals in a case of this kind. It is, to begin with, a policy which I go so far as to say a Christian country could not deliberately adopt. I do not believe that public opinion would support any Government that adopted a policy of reprisals in the full sense of the word; but what is much more to the point—I think my noble friend said so just now—is that in any competition of this kind with the Germans we should be hopelessly outdistanced. It is quite clear that if we were to endeavour to respond to every German act of barbarity by an act of barbarity perpetrated by ourselves we should very soon come to the end of our

¹ [See p. 99.]

tether, and certainly to the end of the patience of the public of this country.

There is another reason which leads me to hold this opinion. These reprisals are supposed to be directed against the crews of the submarines by whom our vessels and those of our Allies have been sunk during the last few weeks. The crews of these submarines are not the real culprits. They are under the orders of the German Government ; they are sent out on this ruthless mission. If they refused to go or to obey the orders given them they would be shot. The real culprits are not these men ; the real culprits are the Government who adopt this policy and send out these submarines on their deadly mission. It is quite true that when a defenceless merchantman is sunk by a submarine no lives are saved. Of course they are not, because a submarine has no means of saving lives. If the captain of the submarine was ever so willing, it would be impossible for him to save the lives of, say, two hundred or three hundred sailors plunged into a wintry sea ; and that is why the Prime Minister—to my mind very rightly—protested against these acts of German piracy, because from the very circumstances of the case it was impossible that peaceful vessels should be sunk without the loss of the innocent sailors on board them. I say, therefore, that a policy of reprisals in the usual sense of the word would be, in the first place, a policy unworthy of this country, and, in the next place, a policy which I believe would be futile and predestined to failure. There are other forms of retaliation which are, I think, much more open to consideration. It has been, for example, suggested that those who suffer by the barbarous conditions of their internment might be compensated out of funds levied on German property impounded in this country. That is quite a different form of retaliation, and that kind of retaliation seems to me to be one well worthy of consideration. . . .

LORD GRENFELL : . . . May I say that there is a very strong feeling in the Army regarding the internment of the thirty-nine British officers ? Bearing in mind the very slight punishment that the German submarine men were to receive it seems to us perfectly incomprehensible why it was necessary to issue any sort of manifesto to the world as to their treatment. The punishment they are now receiving might

5] have been merely a disciplinary question, and when they were sent to their destination they might have been told that they were not considered fit to be accorded the distinction of their rank or to be allowed to mingle with other prisoners of war. But naturally retaliation was immediately taken up by the Germans, and these British officers, some of them sons of members of your Lordships' House, are now suffering we know not what—at any rate, solitary confinement and differential treatment. We all consider it most unfortunate that the Admiralty's manifesto should ever have been issued. . . .

The ARCHBISHOP OF CANTERBURY: . . . I cannot help saying a single word of regret at having heard from two noble Lords on the other side something like approval of another measure of retaliation than that which has been already to some extent put in force by the conditions prescribed for the internment of the men taken from the German submarines. I feel that we shall do a wrong thing in principle and commit a very grave blunder at the same time if we allow it to stand upon the records in the history that will hereafter be written about this war that we attempted anything in the way of competition as regards the severities of imprisonment. We want scrupulously and even proudly to repudiate and eschew any action contrary to the ordinary high-minded rules which hold good between belligerents and which is not in accordance with the great conventions of The Hague Conference. To retaliate upon property may be less cruel and certainly less barbarous than retaliating upon the persons of individuals, but it does come into the category of our going outside what English belligerents regard as honourable. For that reason I believe we shall stand right with ourselves, with posterity, and with history if we adhere absolutely and without reserve to the honourable, high-minded conduct of war. Whatever our foes may do, let us scrupulously avoid any action which can be regarded as contravening the ordinary interchange of international procedure with regard to matters of this kind. I hope the Government will consider many times before they adopt it. After all, and apart from higher reasons, it would not be an extraordinarily effective mode of attempted competition with our enemies on the other side. I shall lament it exceedingly if we adopt action of a re-

taliatory kind, which I believe would smear us with some mark, at all events, of a sort which Englishmen have always regarded with intense dislike. We want to go down into history absolutely unsullied in the records of our carrying on of this great war.

LORD HYLTON: . . . I should like to say a word on the subject of the thirty-nine British officers who, we understand, have been sentenced to and are undergoing a form of punishment called solitary confinement in prisons in various parts of the German Empire. This would appear to be the outcome of the instructions conveyed in the Admiralty Order as regards the treatment of Germans captured in submarines and who are prisoners in this country. I think your Lordships will agree that solitary imprisonment, if protracted over an indefinite period, is a very ghastly punishment indeed, and I can conceive in the case of many individuals that death would be preferable. I can only hope that the brave men who are undergoing this form of imprisonment will have the fortitude to endure it with the utmost courage. I happen to have a relative among the men who have been thus sentenced, and I find on inquiry that the War Office is unable to give any information to the families of these officers as to whether the officers will be entitled to receive communications or whether they will be allowed to send any letters to their families; and the question of their treatment at present—and what it will be—is quite unknown in this country. I sincerely hope that His Majesty's Government will direct the attention of neutral countries to the fact that this treatment of prisoners, officers or men, is entirely contrary to The Hague Convention and to what I believe has been the recognised usage of all civilised countries during the last two centuries or more.

This is a time at which I am sure none of us desire to criticise any action of His Majesty's Government, but I think it was injudicious on the part of the Admiralty to have issued those instructions last month with regard to the differential treatment of the officers and men of the German submarines. Every single person one speaks to on this subject has but one opinion on the point—namely, that the instructions were of a singularly injudicious character. I would venture to quote what was said only last Monday in

the *Daily News*: 'It is doubtful whether we are wise, even in the case of the submarine murderers, to give Germany the excuse of inflicting more misery on the British prisoners of war.' And I saw on March 23, a letter in *The Times*, signed by Admiral Sir William Kennedy, in which he said: 'All this talk about treating the officers and crews of German submarines as pirates and hanging them or treating them differently from other prisoners is nonsense.' Now, what has been the net result of these instructions of the Admiralty? The net result is that we have, on the credit side of the account, a handful of German prisoners, officers and men, who were captured from one of these submarines, and are, I fancy, detained in naval barracks somewhere on the south coast. But their detention appears to be of a very mild character, and mitigated, as the White Paper shows, by the admission of German newspapers and by other amenities. The net result on the debit side is that there are thirty-nine British officers in Germany undergoing one of the most deplorable punishments that could be devised—namely, solitary imprisonment for an indefinite period. I do not know whether it will be the opinion of any other noble Lords, but I do not think it would affect the national honour if our Government were to inform the German Government, through the United States Embassy or in any other way open to them, that, for the sake of our officers, and only for the sake of our officers, we were prepared to give the submarine crews the same treatment as the other German prisoners of war in this country, provided that there was an immediate, proper, and decent treatment of the British officers and men who have the misfortune to be prisoners of war in Germany.

The EARL OF ALBEMARLE: My Lords, will you allow me two minutes in which to make a formal protest? I feel that I need make no excuse for addressing you for a brief space, inasmuch as I am deeply interested in the question that is now before your Lordships' House. My only reason for doing so—I have, by the way, three sons serving His Majesty with the colours—is that my third son is one of the officers who are undergoing this special punishment in Germany, and I desire to enter a formal protest against, and to record my horror at what has been done in the last few days by the arrest of these thirty-nine gallant officers. The ground has

been so fully covered that I will not say more upon that subject.

But your Lordships will allow me, perhaps, to say that the other day I represented to the First Lord of the Admiralty that it was solely and entirely due to his action that this state of things has arisen. He might have taken the steps which he thought fit in respect of the submarine officers and men now imprisoned in this country, but I cannot see why anything should have been said about it. The Admiralty *communiqué* of March 9¹—it is familiar to your Lordships, and therefore I need not trouble to read it through—stated that the Board of Admiralty did not consider themselves justified in extending honourable treatment to the officers and men rescued from the submarine *U 8*; and in the last paragraph the *communiqué* stated that ‘Persons against whom such charges are pending must be the subject of special restrictions and cannot be accorded the distinction of their rank or be allowed to mingle with other prisoners of war.’ That is all very well, but I hope that before the House rises this evening we shall hear whether it is the First Lord of the Admiralty who is responsible for this procedure or whether he has the full support of the Cabinet. We all know that the First Lord of the Admiralty is a brave man on the field of battle, and a brave man on the field of politics, and is not a man to shelter himself behind anybody; and when I represented to him the other day that I felt very keenly, not only about my own son but equally about all the other officers, he was only too ready to say, ‘Yes; I have laid down this policy, and I am going to adhere to this or that’—I cannot repeat exactly what he said. I would like to have some assurance from the Government whether this policy has their support or has not their support. From what I have heard and seen I think that if this matter had been left in the hands of the Foreign Office, we should have heard of no reprisals, and matters would have been amicably and satisfactorily adjusted between the two countries with the aid of the American Ambassador.

THE PRESIDENT OF THE BOARD OF AGRICULTURE AND FISHERIES (LORD LUCAS): . . . I come now to the question of the treatment of the crews of these submarines. I think it should be explained at once that their special treatment

¹ [See
p. 99.]

was not a question of reprisals. It was not done from the point of view of a reprisal, but, if I may so express it, as an expression of the highest kind of moral disapproval of what was being done. You were faced by an action on the part of these men which was unique in civilised warfare. I need not go into the number of actions by submarines. These facts are familiar to every one. But it was felt very strongly that there should be some sort of expression of the most severe disapproval. These people were therefore treated as a separate class. But it is important in this context that it should be quite clearly understood by every one concerned, that these men are to be treated according to conditions laid down by The Hague Convention. In all these things we entirely agree that there is only one standard on which we can go, and that is the standard laid down by international law; and nothing has yet occurred, though there has been a great deal of provocation, which can tempt us to depart from that course.

We are in negotiation, again through the American Ambassador in Berlin, to obtain inspection of the conditions under which the thirty-nine officers referred to are living. We have not yet received an answer to our application, but we hope that it will come, though it is impossible for me to say for certain at the present time. What we are aiming at is to secure inspection so that we may obtain information as to what the conditions are under which these officers live. That is an indispensable preliminary to any action. . . .

THE EARL OF CAMPERDOWN: The noble Lord has omitted to answer one very important point with reference to the Admiralty circular which I am sure we all agree was the origin of the retaliation by the Germans. If any individual member of a Cabinet is to issue circulars of that kind, it seems to me that he is taking upon himself a very grave responsibility—a responsibility which no single member of any Cabinet ought to be able to assume. What we wish to know is whether this circular originated with the First Lord of the Admiralty alone, or had it the approval of the Cabinet?

LORD LUCAS: I can only answer the noble Earl's inquiry in general terms. As I understand the constitution of this country, there is only one form of decision in matters of this kind—the decision of the whole Government. The decision

with which we are dealing, like all other decisions, was the decision of the Government as a whole. And in this matter I hope that the present Cabinet is not less nor more constitutional than other Cabinets.

EARL CURZON OF KEDLESTON : My Lords, I do not know that we have received much consolation from the last reply with which the noble Lord has favoured us. We all know the constitutional position—that a Minister speaks on behalf of his colleagues, with their knowledge and consent. But, as the noble Lord knows very well, since the commencement of this war there has been more than one case in which there has been an appearance of independent action on the part of one Minister in particular—the First Lord of the Admiralty ; and the noble Lord must not be surprised if the continued recurrence of these incidents is called attention to in this House, as it has undoubtedly caused profound disquiet and anxiety in the country. There is an appearance from time to time of independent action on the part of this Minister—action which raises doubts as to whether it is supported by his colleagues at the Admiralty, and also whether the course in question could conceivably have been approved by the Government as a whole. I do not desire to press the matter unduly. But no member of the Government can be ignorant of the fact that those doubts are felt, and the Government should practise greater care in their action, and still more in the control they exercise over their colleague, than has hitherto been the case.

While saying that the last few remarks of the noble Lord in reply to Lord Camperdown do not give us much solace, I think that from his speech we could derive more satisfaction. He gave us what I understand to be the Ministerial explanation of what was in their minds when this Admiralty declaration was made. I only wish that that explanation had been given rather earlier in the day. The noble Lord told us this afternoon that the Government, in authorising this statement—if they did—were merely emphasising the high moral considerations which they entertain in regard to the action of these German submarines. So far so good. We are entirely with them in that matter. But why did they allow the enunciation of this moral principle to be couched in such a form? Can anybody doubt that the

publication of that announcement to the world, *urbi et orbi*, in the form which was adopted, did suggest that it was a deliberate statement on the part of our Government of an intention to exact reprisals? I need not enter into the question of reprisals. I think we are all agreed about it, from the most reverend Primate down to every layman who has spoken this evening. But the form in which the Proclamation was made undoubtedly was open to grave misinterpretation. We all abhor the acts of the German Government which led to the announcement in question, but I would counsel His Majesty's Government, if I may do so without impertinence, to be rather more careful as to the way in which they make their statements, all the more because the sufferings of which we complain to-night are, without a doubt, the consequence of the mistake made on that occasion.

LORD COURTNEY OF PENWITH: My Lords, I do not wish to enter into this discussion for the purpose of inquiring into the indiscretion, real or imaginary, of the First Lord of the Admiralty; but I must say, in justice to the right hon. gentleman, that I seem to remember an utterance by the First Lord of the Treasury which adumbrated, if it did not suggest, the exact words of the circular. But I leave that. . . .

PRISONERS OF WAR (TREATMENT OF BRITISH OFFICERS)

House of Commons, April 27, 1915.

MR. CATHCART WASON asked the Secretary of State for Foreign Affairs if he has any official information showing that British officers have been condemned to solitary confinement in fortresses in Germany; and, if so, whether he will solicit the assistance of the United States Ambassador to make it clear to the German Government that, while this country will not descend to retaliatory measures on German officers, the Kaiser and those responsible for the outrage will be held to strict account? *Hansard.*

The SECRETARY OF STATE FOR FOREIGN AFFAIRS (SIR EDWARD GREY): The matters raised in the question of the hon. member will be dealt with in the debate which will take place to-day, and that will be the more convenient course.

GERMAN SUBMARINE CREWS

House of Commons, April 27, 1915.

Hansard.

MR. MACCALLUM SCOTT asked the First Lord of the Admiralty (1) whether any regulations have been made with regard to the differential treatment of prisoners captured in German submarines ; in what respects this treatment differs from that accorded to other persons ; whether this treatment applies to all submarine prisoners, and, if not, on what principle is discrimination made between them ; whether he will state the total number of prisoners now subject to such differential treatment ; and (2) whether the treatment accorded to German submarine prisoners is penal in character ; and whether it is proposed to put them on trial on any charge ?

THE FIRST LORD OF THE ADMIRALTY (MR. CHURCHILL) : No special conditions are applied to German submarine prisoners because they fight in submarines ; but special conditions are applied to prisoners who have been engaged in wantonly killing non-combatants, neutrals, and women on the high seas. Submarine prisoners taken before 18th February have been treated as any other prisoners in our hands. But we cannot recognise persons who are systematically employed in the sinking of merchant ships and fishing boats, often without warning, and regardless of the loss of life entailed, as on the same footing as honourable soldiers. Incidents such as the sinking of the *Oriole* by night, without warning, with all her crew, the circumstances attending the sinking of the *Falaba*, and the blowing up by torpedoes of fishing vessels, through the agency of German submarines, force us for the future to place all German submarine prisoners taken after 18th February, and for as long as this system of warfare is continued, in a distinct and separate category. The question is not free from difficulty, because as the crimes committed are entirely unforeseen in international law, no remedy has been prescribed. We cannot tell at present how far it may be possible at the end of the war to bring home the guilt of their actions, directly or indirectly, to individuals ; nor in what form reparation of a special character should be exacted from the guilty State. Meanwhile, we consider it just and necessary that the prisoners concerned should be separated

from honourable prisoners of war who are free from all reproach.

The conditions under which they are interned are in every respect humane. I do not propose to go into the details of their treatment here, because it is better that that should be the subject of neutral investigation. We have offered to allow a representative of the United States Government to visit the prisoners, and make a report on the conditions of their captivity, provided reciprocal facilities are accorded. There are at present thirty-nine German submarine prisoners who are thus separately interned. We cannot admit that the reprisals which have been taken against a number of our own officers can be allowed to deflect us from a policy which we regard as humane and just in itself, and as a necessary means of publicly branding a barbarous form of warfare, and of preventing it from taking its place among methods open to belligerent nations. Whatever material ill-usage is inflicted upon the gallant gentlemen upon whom it is in the power of the Germans to revenge themselves, they will have the consolation that no charge can be made against their conduct as honourable soldiers.

MR. MACCALLUM SCOTT: Will the right hon. gentleman say whether it would not be advisable for him to state fully and definitely what are the exact conditions of imprisonment of these persons, and not leave the matter wrapped in mystery, in view of the fact that certain evils may proceed from any mystery that is allowed to surround the matter?

MR. CHURCHILL: I thought myself that it would be more efficacious that a report should be made by a representative of a neutral State, because on both sides—

LORD ROBERT CECIL: Why should not both be done?

MR. CHURCHILL: I do not think it necessary to object to that at all, if that is the general opinion of the House—

MR. CHAMBERLAIN: To see if reciprocal treatment could be arranged?

MR. CHURCHILL: But if a question is put on the Paper, I will have an answer prepared. It is necessary in these matters to be precise. They are not suited to any loose description by word of mouth.

SIR HENRY DALZIEL: Does the right hon. gentleman consider the submarine officers more guilty than the officers

who bombarded Scarborough and killed women and children, and who are now at Donnington Hall ?

MR. LOUGH : Would my right hon. friend say whether he does not think that the question of reflection upon the character of these officers is affected by the question that they acted under orders, and, indeed, might be shot if they did not obey those orders ?

MR. CHURCHILL : All these points have been very carefully considered, and we have arrived at the conclusion that a distinction must be drawn in regard to the conduct of these men.

MR. MACCALLUM SCOTT : Can the right hon. gentleman make any statement as to the number of prisoners who come within the category ?

MR. MACMASTER : Is there anything in the treatment extended to these prisoners that is at all contrary to the obligations and provisions of the Geneva—[An HON. MEMBER : 'Hague !']—Convention ?

MR. CHURCHILL : I think it much better that the case should be stated in full detail after an impartial and neutral investigation has taken place.

ROYAL DOCKYARDS (INCREASED PAY)

House of Commons, April 27, 1915.

Hansard.

MR. TYSON WILSON asked the Secretary to the Admiralty if he is aware that dissatisfaction prevails in the Royal dockyards regarding the manner in which the arrears of increased pay are being paid ; whether he will take steps to expedite the payment ; and whether he is aware that the increase is only being paid on a 48-hour week, though many of the men have worked 60 or 70 hours per week ?

DR. MACNAMARA : In respect of the increases in rates of wages which were granted in replies to the workmen's petitions, and announced in February last, the Admiralty decision was that the increases should take effect as from the 1st October in so far as they related to ordinary time wages. So far as is known, there has not been any general delay in making the back payments, but any particular cases in which there has been delay could be investigated if brought to notice. I may observe that since the increases in wages in question were

granted emergency increases have been granted on the award of the Committee on Production.

MEDICAL CONSULTANTS

COMMANDER BELLAIRS asked the First Lord of the Admiralty whether any sums of over £3000 a year are being paid to doctors and surgeons in civil life as retainers for their services ; if so, in what cases and what amounts ; and whether the arrangement was made prior to the war and allows of private practice as well ? *ibid.*

DR. MACNAMARA : The following consultants are paid over £3000 per annum : Cheatle, G. L., Esq., C.B., C.V.O., F.R.C.S., £5000 per annum ; Cheyne, Sir W. W., Bart., C.B., F.R.C.S., £5000 per annum ; Johnson, Raymond, Esq., M.B., F.R.C.S., £5000 per annum ; Macewen, Sir W., F.R.C.S., £5000 per annum ; Rolleston, H. D., Esq., M.D., F.R.C.S., £5000 per annum ; Turner, C. R., Esq., F.R.C.S., £5000 per annum. The employment of eight consultants was approved previous to the outbreak of war. The whole time of these consultants is at the disposal of the Admiralty, and they are under similar regulations with regard to private practice as all other medical officers serving, namely, private practice is not forbidden, but must not in any way interfere with the performance of an officer's naval duties.

FALKLAND ISLANDS BATTLE

MR. NEVILLE asked the First Lord of the Admiralty whether Admiral Sir Doveton Sturdee's despatch relative to his expedition to, and the naval action fought near, the Falklands Islands has been published in its entirety, or have any parts been omitted in the despatch as published ? *ibid.*

MR. CHURCHILL : All despatches are carefully edited by the Admiralty, and in the case of the Grand Fleet Squadrons by the Commander-in-Chief as well ; and nothing is allowed to appear which throws too much light on British naval tactics or gunnery. Recommendations in regard to individuals are only made public to the extent and in the form in which they are concurred in by the Admiralty.

PRISONERS OF WAR

*House of Commons, April 27, 1915.**Hansard.*

SIR F. BANBURY: I beg to move, 'That, in view of the grave statements that have been made regarding the treatment of prisoners of war in Germany, this House requests His Majesty's Government to take all the means in their power to ensure their better treatment in the future.' . . .

There was a question asked to-day about the officers who have been interned in Germany in solitary confinement, in consequence of the treatment which has been meted out to the thirty-nine officers and the crew of the submarines, who have been captured. So far as I know the officers and crew of the submarines, if they have been treated differently from the other prisoners of war, have been treated in a humane manner, whereas the thirty-nine British officers who have been taken by the Germans have, in some instances, not been treated in a humane way. An old friend of mine wrote to me the other day on hearing that I was to raise this question in the House, and she sent me a letter from her niece who is engaged to be married to one of these officers who have been placed in a common gaol in Germany. From that letter, which I have in my pocket, it appears that this gentleman is wounded. I think he is wounded in the lung. They thought he was dead, but they found out later that he was alive, but in a very weak condition, and still suffering from this wound in the lung. In the letter this lady says: 'Why cannot they take an unwounded man if it is necessary to make a reprisal of that sort? Why do they take a wounded man, and put a poor, weak, wounded man in solitary confinement, where he has to clean his own cell and so on? I should not have minded so much if he had only been strong and well, because I know he would have borne it for the sake of his country.' It seems to me almost incredible that any nation calling itself a civilised nation should do a thing like that. I think the fact, and it is an undoubted fact that that has been done, should be made known all over the country. . . .

SIR HENRY DALZIEL: . . . I should like to say a word on another aspect of the case. Nothing has been said in regard to the question of reprisals. There is the isolation of the

thirty-nine officers in Germany, and the treatment of them as felons. This is a very serious matter indeed. Something, I hope, will be done—I do not know how—to find a way out by which that intolerable state of things may come to an end. It may be by neutral inquiry in some way. I wish we could say that we are entirely free ourselves in regard to this matter. So far as we are concerned, I think the dramatic announcement of the manner in which we are going to treat the submarine officers, almost as though it had been a great naval victory, was ill-advised, and in itself was a great political blunder. If we had desired to treat these German submarine officers differently it could have been perfectly well done, and still they might have been treated most humanely—because there is no officer treated badly in this country. I venture to say that the treatment which is being meted out here to these German submarine officers is a very great deal better than that meted out to any British officer in Germany; although there is not the shadow of a doubt that the result of making that announcement has given the impression that we were treating them practically as felons, and punishing them in a way that could not be defended. That policy was, I say, a mistake, and the manner in which it was announced was a still greater mistake.

For my part, as I indicated in the question I put to the First Lord to-day, I cannot for the life of me see where the difference comes in between the German submarine officers who sink ships and the officers of the *Bliicher*, or anybody else who killed women and children at Scarborough, and who, some of them, are now at Donnington Hall. They were carrying out the orders of their Government. So were the German submarine officers, though, of course, I do not defend the latter. But that aspect is one for consideration when you come to consider the punishment which ought to be meted out. We have acted in this matter in a way that is not calculated to help our fellow-countrymen in Germany. In every step we take in regard to the Germans—civilians and soldiers—in this country, we ought to weigh well how far it is going to help or injure the condition of things in regard to our own people in Germany. Our action was a mistake from the beginning; it was totally unjustified, in my opinion, from any point of view, and I do hope there will be a way

found whereby we will make this matter straight ; for, unless we do that the question of reprisals will get much worse for our own people than they will for the Germans.

In reprisals the Germans will stick at nothing. They do things we should never do, no matter what happens. We, therefore, ought to bear that in mind, whatever they do, that our policy in this country ought to be to treat our prisoners humanely and fairly and not injuriously. If we start on a policy of reprisals we are not going to get anything from it at all. On the contrary, our own men in Germany would suffer as a result of that policy. Therefore I say we are indebted to the hon. Baronet for raising this question to-day. It is one that has been rather neglected. I am certain of this, however, that a state of mind is gradually arising outside, and once the country gets to know the facts the people will not allow the Government to tolerate the horrors that are going on in Germany. I am certain that the Under-Secretary is sympathetic in this matter, and I hope he will be able to give us a statement to-day which will be much more hopeful than any of the information we have up to the present.

LORD ROBERT CECIL : . . . I see it is suggested, and by some of the hon. gentlemen who sit near me, that, at any rate, we might cut off the luxuries, as they call them, which we give to the German prisoners here. If we are giving them real luxuries, they ought to be cut off on the merits. We are bound to treat the Germans, as I hope we do, only according to the terms of The Hague Convention. I should look with great disfavour upon any modification of that treatment. After all, we want to improve the condition of the treatment of our fellow-subjects in Germany. We believe—at least I believe—that a great deal of ill-treatment is the result of deliberate policy of the high military command in Germany. Is it possible that you are going to affect the high military command in Germany by saying that some of the prisoners here are not to have so much tobacco, or are to have a few shillings less a week, or anything of that kind? They will not be affected in the least degree ; they are not that kind of men at all, and, therefore, I do not myself believe that that policy would succeed in the least, and I must say I associate myself for the same reason with a good deal—perhaps not

everything—of what fell from the right hon. gentleman with reference to the treatment of the submarine prisoners. I am not concerned with the abstract justice of making a distinction between these prisoners; I want to treat the matter purely practically. What good are you going to do by any particular policy you adopt, and I confess I agree very largely with the right hon. gentleman's criticism of the actual policy, and entirely with him in his criticism of the way in which it was announced. I dislike histrionics at all times, particularly when it is a very serious matter of this description. . . .

LORD C. BERESFORD: . . . I do not think the thirty-nine officers will suffer so much. They will probably be put in a gaol where there is proper ventilation. No doubt they will have solitary confinement, but the whole world knows their names, and the Germans, in spite of their brutality, will not murder them. All the others—there are thousands of them—are kept in these sheds which are not ventilated, with filthy floors and disgusting sanitary arrangements. . . .

MR. DICKINSON: . . . I cannot help thinking that we are making another mistake which will have a similar effect of hardship to prisoners in Germany. That is the one already referred to, namely, the action taken with regard to the officers in the submarines. It may be justifiable under international law. I will not argue that, although I doubt it myself, but it was a very great error and mistake. The result has been that the German Government have taken it up in order to inflict hardships upon many of our finest officers, for whom we must feel the greatest sympathy. I have no doubt whatever that if these officers themselves were asked, they would say to us, 'Do not stir a finger to release us. We will bear our trials like men, and we do not want you to ask any favour on our account from the German Government.' That does not release us from the obligation of doing what we can to remedy that state of things. Inasmuch as the initial mistake was made by our announcement that we were going to treat the captive officers of the submarines differently, when, as a matter of fact, we did not treat them differently, except by putting them into different residences—inasmuch as we made that mistake, we had better retreat from that position, or at any rate see whether

we cannot come to some further arrangement about prisoners so as to get rid of this difficulty and liberate the unfortunate men who, in solitary confinement, must undoubtedly be undergoing hardships which are cruel, and certainly not consistent with international law. This might be done by introducing again in this particular special case the good services of some neutral Power. I had a good deal to do with the late Under-Secretary for Foreign Affairs, and recognise his great ability in dealing with this particular subject. I have no doubt the Foreign Office could obtain the services of some neutral to negotiate in just the same way as they succeeded in obtaining what was a very great concession, the representative of the United States who visited the camps in Germany. I trust we shall not let this matter of the officers at present in solitary confinement in Germany drop simply by threatening what we will do at the end of the war when we do not even see the end of the war, and have no more means of judging what it will be than the Germans themselves. I hope we shall have this matter attended to rapidly for the benefit of these men who have been picked out by a very cruel Government because they think that by so doing they can force us to make some other concessions. Let us try and see whether the Ambassador of a neutral Power cannot arrange this matter by appealing to the better sense which still remains in Germany, and then we shall have done some good to these men who are suffering on our behalf.

MR. STEWART : . . . I should like to associate myself with the remarks of the hon. gentleman [Sir H. Dalziel] on the impossibility of retaliation, and about the mistake made in putting the submarine officers into special confinement and giving the Germans an excuse for what they have done. I think we should not be too proud to retreat from that position if, by so doing, we can benefit in some way the men who are now suffering from a foolish Departmental action of this kind. It is against our English ideas that the sins of one man should be visited upon another, and because the German High Admiral has brought indelible disgrace upon the German naval uniform by the orders he gave his officers, I am certain that there is no man in this country who would feel that we were doing any good in taking steps to impose hardships on his own son, who is now a prisoner in this country. That

Germany has so far forgotten herself is to be regretted, but we cannot follow in her footsteps. . . .

MR. MACMASTER : . . . Though the course which has been taken was taken in good faith, I think that it was a great mistake for any one to have said that we will give different treatment to submarine prisoners from that which we give to others. I believe that when the facts are investigated and known, it will be found that the submarine prisoners in this country are getting all the humane treatment which The Hague Convention provides for them, and that it is all moonshine about them being kept in close confinement, though it has been made an excuse for Germany to intern some of our people under very severe conditions.

Mistake though it is, it may not be too late to retract it. I believe that the best thing to do now is to have these submarine prisoners inspected, their conditions ascertained, to give the result to this House, and let it go forth to the public, to the world, and to Germany, and if Germany in face of all that pretends to make the excuse that they are not properly treated, and goes on to persecute our prisoners in that country, we may not help it for the moment ; but I believe that a day of reckoning is coming, and Germany must be told, through the force of public opinion in this country, that the day of accountability will come, and that it will not be those in subordinate positions who executed the orders who will be held to account, but those in high authority, because we know that by one word from them this bad treatment might have been stopped. We know that the insensate hate of England might have been prevented if the German Emperor and those associated with him in the conduct of this war, had issued but the faintest suggestion that their wish was that our prisoners should receive the humane treatment provided under The Hague Convention. Nothing will deter them from continuing their course except they see that we are firmly resolved to take note of what they are doing, and to hold them to strict account when the day of reckoning comes. We may remind them that their seat of power is not secure, that we have sent a greater man than William to St. Helena, and that we will yet have to deal with the German authorities who have so persecuted our countrymen.

MR. SANDERSON : . . . I think that for the future all our

prisoners in this country should be dealt with in the same way. Personally, I think it is no use saying that we will treat the crews of the submarines differently from other prisoners. I am not going to discuss it further than this. An instance was given by the right hon. gentleman opposite to-day. What good does it do anybody? Further than that, to make a statement that you are going to treat the crews of the submarines differently by keeping them separate from other prisoners because they are not fit to associate with them, to my mind, and I speak with some hesitation, was simply a piece of absolute folly. I do not know who was responsible for it. I have my suspicions, especially after what was said just now in another place. As I understand, the Government have taken responsibility for it. What could be the result of a statement of that kind? It could not possibly deter the crews of any other submarine from doing what that crew had done. The Germans were not going to be prevented from carrying out their orders by being told that they would be separated from other German prisoners, but that they would get better treatment than any of our prisoners in Germany. The only result that could possibly occur was this, that we were gratuitously giving the Germans an opportunity, and a pretext for treating some of our prisoners in the way they have treated them.

I am bound to say I do not envy the person or people who were responsible for that extreme act of foolishness, because if they will only think about it, they must come to the conclusion that they and they alone are responsible now for the indignity which has been imposed upon no less than thirty-nine of our officers in Germany. If it had not been for that act, those thirty-nine officers would not at the present moment have been interned and treated as common prisoners. I hope nothing of the kind will ever be done again. Let us make it clear with regard to all prisoners of war that we shall treat them in the same humane manner as we have treated them in the past, and do not let us in any shape or form give Germany a pretext for the ill-treatment of our prisoners. My object in rising, and the only object of everybody, is, if possible, to mitigate the conditions under which our poor countrymen are living in Germany. I am perfectly certain that the only way to do so is for ourselves

to treat them in a humane manner, all of them, and make it plain, with the assistance of France and Russia, and the whole world, that if the Germans do not do the same we will hold those who are guilty liable to the last extent.

SIR WALTER ESSEX (indistinctly heard) : I cannot agree with the last speaker altogether in the matter of the submarine prisoners, although in what he has said in the main I agree with him. I do not think I agree quite with what anybody has said on the subject, except the hon. member who represents the Foreign Office, and it seemed to me that he put the true position when he said that we have no precedents whereby we may guide ourselves in our treatment of these men. Neither The Hague Convention nor any of the other various arrangements made internationally provide for these unexpected and unprecedented events. Again, I would ask the hon. gentleman opposite to remember the temper we were all in, and the horror and indignation with which we heard of those outrages against all previous practices and humane ideas of war, when crews were sent to the bottom composed of simple, honest sailors harmlessly going about their business, and when we had women and children sent to the bottom without any attempt being made to rescue or help them, and, as one report had it, with jeers and laughter meeting them in their death struggles. It was a submarine to which that story attached. With that indignation has grown a good deal of the power which forced forward the policy which has been adopted. It has been pointed out that what these men have done was done under orders, and that they were bound to do it, just as, if we can conceive our submarines engaging in such a practice, if our men were ordered to do so they would be bound to obey orders. But I do think the Government is right in keeping those people apart. The charge we make against them, and that has been committed against civilisation, has been committed by them in an unprecedented way, and we have no law laid down by which we may guide ourselves. But at least we may signalise a unique practice that has crept into the naval aspect of this war by keeping these people separate until we have decided what shall be done, and by that separateness recognising them as a class of prisoners apart, and in doing that we shall have done a very great deal to show the

peoples of the neutral countries of the world what our feelings in this matter are. . . .

MR. KING : . . . I venture to speak in order to call attention to two omissions which I noted in the hon. gentleman's [Mr. Acland] speech. I am very sorry that, summing up the whole debate as he did for the Government, he should not have said whether the Government intend to accept or to refuse this motion.

MR. ACLAND : We accept it.

MR. KING : I am very glad he has accepted, and that gives me the opportunity of referring to the second omission in his speech. He made no reference to the condemnation which we had in several speeches on either side of the House of the policy which the First Lord of the Admiralty defended to-day in connection with prisoners taken from enemy submarines. As far as I have listened to the debate, there has been no approval of the policy of the First Lord of the Admiralty. On the other hand, there have been several most emphatic condemnations of it, and certainly it has not been defended by the hon. gentleman who has just sat down, and has listened to the whole debate. I am sorry the First Lord of the Admiralty has not been here, and I hope that in the great and arduous work in which he is, of course, engaged at his office, he will find time either to read or to have communicated to him the condemnation which has been given to his policy of reprisals on enemy officers. I believe myself that the one way to ensure better treatment for our men who are in captivity is to make it perfectly clear to all the world that we are treating well and, if possible, better and better those of our enemies whom we capture and intern here. I believe the policy of reprisals, though it may have some justification, will, at any rate, have this result, that it will make the lot of our fellow-countrymen in captivity harder than ever.

Question put, and agreed to.

Resolved, 'That in view of the grave statements that have been made regarding the treatment of prisoners of war in Germany, this House requests His Majesty's Government to take all the means in their power to ensure their better treatment in the future.'

ANTI-AIRCRAFT CORPS

House of Commons, April 28, 1915.

MR. FELL asked the First Lord of the Admiralty if he will state the number of men of military and non-military age, respectively, belonging to the Anti-Aircraft Corps, exclusive of Reserves, at its first formation, on 31st March last, and subsequent to the reconstruction of 1st April? *Hansard.*

THE PARLIAMENTARY SECRETARY TO THE ADMIRALTY (DR. MACNAMARA): At the first formation of the Anti-Aircraft Corps there were 100 special constables, no record of whose ages can be found. Up to the 31st March 1915, 45 per cent. were of non-military age and 55 per cent. of military age, a large proportion of those of military age come from His Majesty's Office of Works and other Government Departments, who could not release them for more active service. After the reconstruction, 1st April, 46 per cent. were of non-military age and 54 per cent. of military age. Large numbers of those of military age are medically unfit for more active service. It is pointed out that 100 discharges have been granted to officers and men to join more combatant units of His Majesty's Forces since the Corps first started in November last, and that over 200 of those in the Corps have served or are serving abroad with the various anti-aircraft detachments. Any member of the Corps who wishes to join a more combatant unit is at once released for this purpose.

MR. FELL: May I ask if all the members of this Corps are duly enrolled and liable to military discipline?

DR. MACNAMARA: I should like notice of that question.

OPTICAL INSTRUMENTS (SUPPLY OF GLASS)

SIR PHILIP MAGNUS asked the First Lord of the Admiralty *ibid.* whether the supply of optical glass for the manufacture of lenses, prisms, and other optical instruments for the use of the Navy is keeping pace with the immediate requirements of the Service; and what steps have been taken to increase the number of British sources from which the supply may be drawn?

DR. MACNAMARA: There has been delay, but so far not of

a serious character in the supply of optical instruments for Naval Service. The Admiralty, War Office, and Board of Trade have been in communication on this matter, and as a result of joint action a large firm of makers in this country have greatly increased their output and are still adding to their plant.

SIR P. MAGNUS: May I point out that the right hon. gentleman's answer referred to optical instruments. My question referred to the supply of optical glass, which is essential to the manufacture of optical instruments?

DR. MACNAMARA: If I have misunderstood the question, I will confer with the hon. gentleman.

In reply to a similar question addressed by Sir P. Magnus to the Under-Secretary of State for War, MR. BAKER said: There has been some difficulty in procuring a sufficient supply of optical glass. The British supply is, however, being largely increased, and is expected to prove sufficient. The matter is being carefully watched, and further measures will be taken if found necessary.

SINKING OF STEAMSHIP *LA CORRENTINA*

House of Commons, April 28, 1915.

Hansard.

LORD C. BERESFORD asked the First Lord of the Admiralty whether the Houlder Line steamship *La Correntina*, which was sunk by the *Kronprinz Wilhelm*, was armed for purposes of self-defence; and whether, although she was armed with 4.7 inch guns, she had no ammunition on board?

SIR C. KINLOCH-COOKE asked whether the *Karlsruhe* ran into the British steamer *La Correntina*, which was armed but without ammunition; and can he say whether she was one of the ships taken over by the Admiralty, or explain the reason why, seeing that the ship was armed with two 3-inch guns, no ammunition was on board?

DR. MACNAMARA: The carrying of ammunition before the war by merchant ships armed in self-defence raised a good many difficult questions which were being gradually adjusted. In a few cases the supply had not been actually placed on board. The *Correntina* was one of these.

GERMAN SUBMARINES (CAPTAINS OF ESCAPED VESSELS)

LORD C. BERESFORD asked the First Lord of the Admiralty whether he will give to the House a list of merchant vessels and the names of their captains that have baffled German submarines by their bravery and resource? *ibid.*

DR. MACNAMARA: Many vessels have behaved well in the face of this new form of attack, but the following have been selected by the Admiralty as deserving of reward for specially meritorious services:

Steamship <i>Laertes</i>	.	Lieutenant William Henry Propert, R.N.R., D.S.O.
Steamship <i>Thordis</i>	.	Lieutenant John William Bell, R.N.R., D.S.O.
Steamship <i>Vosges</i>	.	Lieutenant John Richard Green, R.N.R., D.S.O.

The conduct of the following masters has also been brought to their Lordships' notice:—

Steamship <i>City of Cambridge</i>	.	.	Alfred George Fry.
Steamship <i>Brussels</i>	.	.	Charles Fryatt.
Steamship <i>Theseus</i>	.	.	L. M. Bevan.
Steamship <i>Aguila</i>	.	.	Thomas Ross Banner- man.
Steamship <i>Hartdale</i>	.	.	Thomas Martin.

MR. PETO: Am I to understand in the case of those officers whose services have been brought to the notice of the Admiralty that there is to be some consideration as to the matter of reward?

DR. MACNAMARA: The last named?

MR. PETO: Yes.

DR. MACNAMARA: I think that is the case.

ROYAL DOCKYARDS

SIR C. KINLOCH-COOKE asked the First Lord of the Admiralty whether his attention has been called to the position of timekeepers in His Majesty's dockyards; whether he is aware that on entry they receive 4s. a day for seven days' *ibid.*

work ; that, taking this work on the basis of six days, this payment is equivalent to the minimum amount paid to labourers ; and whether, in view of the importance of the work done by timekeepers, he will consider the possibility of some higher remuneration being given, more especially in view of the fact that no increase of pay has been granted to timekeepers since 1901, while during that period the wages of the ordinary labourer have risen from 19s. to 24s. a week ?

DR. MACNAMARA : The facts are as stated in the first part of the hon. member's question, though it should be added that timekeepers are on an incremental scale of pay rising to a maximum of 35s. a week. As regards the latter part of the question, it is not proposed to authorise any increase in the normal scale of pay, but the question of allowing timekeepers to participate in the war increases recently approved for labourers and others is at present under consideration.

MR. TYSON WILSON asked the Secretary to the Admiralty if he is aware that the joiners employed by the Admiralty at Rosyth have not had their wages increased to the same extent as those employed at the Royal dockyards, and that the increase they have received has only been paid from 12th February while the men in the Royal dockyards received the increase as from 1st October last ; and whether he will see that the men at Rosyth are treated in the same manner as those in the Royal dockyards ?

DR. MACNAMARA : The joiners at present employed by the Admiralty at Rosyth are paid on the basis of the local outside rate, which at present is 9d. per hour. The increase referred to as paid from 12th February last refers to an advance to 9½d. per hour given to Admiralty joiners in consequence of increased outside rates due to the acceleration of work at Rosyth. The rates paid and increases recently given at the Royal dockyards to similar workmen do not apply.

MR. SNOWDEN asked the Secretary to the Admiralty if a petition from the additional hired writers in the Naval Stores Department at Devonport asking for an increase of wages from their present rate of 24s. a week has been received ; and, if so, has favourable consideration been given to the prayer of the petitioners ?

DR. MACNAMARA: The answer to the first part of the question is in the affirmative. The application is now being considered.

SUPPLIES TO GERMANY

House of Commons, April 28, 1915.

MR. RONALD M'NEILL asked the Secretary for Foreign Affairs, whether he has received information from consular or other official sources in Scandinavian countries of the manner in which foodstuffs and other cargoes are being systematically conveyed to Germany, notwithstanding an undertaking to prohibit such re-export by the Government of the importing country; whether the method adopted is to consign a cargo in proper form to a neutral Baltic port and on arrival there to re- consign it to another neutral port in the same or in some neighbouring state, with a secret arrangement for the ostensibly forcible capture of the vessel by the Germans during the voyage between these two neutral ports; and what steps His Majesty's Government propose to take to stop these supplies reaching the enemy? *Hansard.*

MR. PRIMROSE: Several cases have recently occurred of ships loaded with grain and oil for Swedish Baltic ports being seized by German warships and their cargoes detained, under circumstances which clearly point to collusion between some individuals and the German authorities. The Swedish Government have since issued regulations intended to prevent the recurrence of such incidents, and I trust that if these prove effective it may not be necessary for His Majesty's Government to take any special measures in the matter.

MR. M'NEILL: Suppose they do not prove effective, will the Government be prepared to take drastic steps?

MR. PRIMROSE: I think the answer rather suggests that.

MR. PETO asked the Secretary for Foreign Affairs if he will state what steps are taken at the ports of Genoa and Savona to inspect the discharge of British ships trading with America; whether he has received information that the steamship *Hazlemoor* of the Runciman Line, was, on the 11th March, discharging grain at Savona into wagons labelled Mannheim (Germany) *via* Basle; and whether he intends to take any steps to recall vessels of the British mercantile marine that may be under time charter, so that they may

be employed to increase the tonnage available for British trade and Admiralty service and cease carrying supplies destined for enemy countries ?

MR. PRIMROSE : It is not advisable to explain in detail the measures and arrangements on which His Majesty's Government rely for guarding against the passage of goods to enemy countries through neutral territory. The owners of the steamship *Hazlemoor* have sent me particulars with regard to her cargo, which show that it was shipped by Major-General Carlo Pagani to the order of the Italian Government. I would further remind the hon. member of the reply given on 23rd February to the hon. member for Plymouth as to the presence of German railway trucks in Italy and Switzerland. The last point of the hon. member's question should be addressed to the Admiralty.

[The following is the answer above referred to as having been given on February 23.]

GRAIN SHIPPED TO ITALY

House of Commons, February 23, 1915.

Hansard.

MR. SHIRLEY BENN asked the Secretary of State for Foreign Affairs if the British Consuls in Italy have reported that grain shipped in British vessels to Italy under a guarantee that it is for consumption in Italy has been discharged into German wagons ; and if the British Consuls in Italy have reported that the cargoes of ships discharging at Italian ports for the Swiss Government with the Government seal on their papers have been loaded in German wagons ?

THE SECRETARY OF STATE FOR FOREIGN AFFAIRS (SIR EDWARD GREY) : Reports have from time to time been received that cargoes for Italy and Switzerland are being discharged into German trucks. But we are assured by the Italian and Swiss authorities that a certain number of German trucks are normally circulating on the Italian and Swiss railways, and represent an equivalent number of Italian and Swiss trucks on the German railways. The use of German trucks does not, therefore, in itself indicate that the goods are intended for Germany.]

WRITERS (ROYAL NAVY)

House of Commons, April 28, 1915.

Hansard.

LORD C. BERESFORD asked the First Lord of the Admiralty (I) whether the Admiralty will give equal opportunities to the writer branch to gain commissioned rank as is now given to the military and engineering branches of the Navy, and thus

bring into effect his promise that merit on the lower deck will be rewarded ; (2) whether the procedure followed in promoting artificer engineers and warrant telegraphists after five years' service to commissioned warrant rank may be extended to warrant writers, seeing the advanced age at which they are promoted ; and (3) whether he will consider the advisability of promoting a number of experienced and qualified writers to warrant and commissioned rank ; whether he is aware that the system now adopted for filling the posts of accountant officers, Royal Navy, by the entry of pursers and assistant pursers from the mercantile marine and civilian clerks, has caused dissatisfaction amongst the writers whose qualifications for naval accountant duties have constantly been brought before the Admiralty ; and whether these officers who, by virtue of their commission, should be capable of supervising the duties of an office are, in most cases, instructed by the writers ?

DR. MACNAMARA : As I stated in reply to the noble Lord on 25th November last,¹ the question of providing the necessary number of officers for the Accountant Branch was under consideration of the Admiralty when the war broke out ; but this question, in common with others, had to be deferred. As the noble Lord is aware, twelve chief writers have since been promoted to warrant rank. Whilst I can give no undertaking as to further promotion, and whilst particular questions of this kind cannot be dissociated from consideration of the general question, for dealing with which the present juncture is scarcely opportune, the matter will not be lost sight of.

LORD C. BERESFORD asked the First Lord of the Admiralty whether he is aware that several of the twelve warrant writers promoted in December last are now receiving 1s. 6d. a day less in pay and allowances than they received as chief writers prior to promotion ; what steps it is proposed to take to remedy this state of affairs ; and why, in view of the shortage of accountant officers, as shown by the number of entries of assistant paymasters, Royal Naval Reserve, warrant writers are not appointed to and utilised in the Fleet as officers instead of being reappointed to the same duties as they carried out prior to their promotion ?

DR. MACNAMARA : As regards the first and second parts of the question, I presume that the noble Lord alludes to the

¹ [See
Naval 2,
p. 305.]

loss of separation allowance, which ceased on promotion to warrant rank. This matter is under consideration, and I hope soon to make a definite statement about it. As regards the last part of the question : warrant officers are appointed to posts where, in the opinion of the Admiralty, they can be most usefully employed. It has not hitherto been the practice to appoint them to seagoing ships, and it is hardly the time at present to make this change, though the whole question of their employment will be thoroughly reconsidered in connection with the report on the conditions of employment of accountant officers.

PROFICIENCY PAY

House of Commons, April 28, 1915.

Hansard.

LORD C. BERESFORD asked the Under Secretary for War whether the Army Council will now cancel Army Order No. 96, 1915, and grant proficiency pay to soldiers who entered from the National Reserve after previous service in the Navy; whether he is aware that large numbers of these men have served many years in the Navy and left that service as trained men and seamen gunners; and whether he is aware that a sense of injustice and irritation exists amongst them at the manner in which they have been treated with regard to proficiency pay?

MR. BAKER: The grant of proficiency pay has always depended on previous military service, and I regret that it was not possible to make an exception in the case of the men referred to by the noble Lord.

AIR ATTACK ON AMERICAN STEAMER *CUSHING*

Rotterdam, April 30.

Times,
May 1,
1915.

The American steamer *Cushing*, which arrived here to-day, reports that she was attacked on Wednesday (April 28) by German airmen, although the name of the ship was painted on both sides in letters 6 feet high and she was flying the American flag. Two bombs were dropped, but they did no damage.

The attack was made in latitude 51 degrees 45 minutes north, longitude 2 degrees 30 minutes east.—*Reuter.*

[This point would be about midway between the North Foreland (Isle of Thanet) and Flushing.]

Philadelphia, May 19.

The oil steamer *Cushing* has arrived here. Captain Herland has handed to his employers a report of the attempt of German airmen to wreck the vessel by dropping bombs, one of which hit the rail. The captain refers to this as a dastardly act, and a deliberate attempt to sink an unarmed vessel and to murder the crew. A copy of the report will be forwarded to the State Department at Washington.—*Reuter*.

Times,
May 20,
1915.

Washington, June 5.

The Note from Germany cabled yesterday by Mr. Gerard, the American Ambassador in Berlin, to the State Department notifying Germany's willingness to pay an indemnity for the damage done to the American steamer *Gulflight*, and explaining that she was torpedoed by mistake, also states that it has been impossible to clear up the question of the dropping of bombs by German aeroplanes on the American steamer *Cushing*, and further information regarding the accident is asked for. The Note says that German airmen only attacked one ship in the vicinity of the North Hinder lightship, and that ship was flying no flag and had no neutral markings. 'The attack,' the note says, 'by four bombs was, of course, not aimed at any American ship. However, considering the time and place of the occurrence, it is possible that the ship attacked was the *Cushing*.'—*Reuter*.

Times,
June 7,
1915.

PRISONERS OF WAR

House of Commons, April 29, 1915.

SIR J. D. REES asked the Secretary of State for Foreign Affairs whether he has obtained any information regarding the treatment of prisoners taken by the Turks or interned in the Turkish Empire?

Hansard.

SIR E. GREY: His Majesty's Government have no information as to the treatment of the crew of submarine *E 15*, and on 23rd April requested the United States Ambassador to make inquiries as to the names of those taken prisoners, but have not yet received a reply. A certain number of merchant seamen are interned at Magnesia, near Smyrna. The United States

Consul-General and the British Chaplain at that port are in touch with them, and the latter, once a week, visits the prisoners, who have received assistance from the American Red Cross Society.

GERMAN SUBMARINES

House of Commons, April 28, 1915.

Hansard.

MR. MACCALLUM SCOTT asked what are the special conditions to which prisoners from German submarines are subject?

The PARLIAMENTARY SECRETARY TO THE BOARD OF ADMIRALTY (DR. MACNAMARA): I am informed that pending the fitting up of a fort which is intended to be their separate place of internment, the German submarine prisoners taken since 18th February are at Chatham and Devonport Detention Barracks. They are not kept in solitary confinement, but are allowed to exercise in company between breakfast and dinner, and between dinner and supper. Smoking is also allowed at certain hours. The officers are allowed to use the gymnasium, and a room has been provided as a smoking room. Their dietary is equivalent to the Government rations supplied to the ordinary prisoners of war, and they are permitted within limits to supplement this dietary by purchase out of money sent them by their friends. The officers will receive pay at 2s. 6d. a day. They are permitted to write letters and to receive letters and parcels within the usual limits. Facilities for obtaining German or English books are accorded to them. They are not forced to undertake any labour, but it is open to them to do so if they wish. The men are allowed to wait on the officers and clean their rooms.

MR. MACCALLUM SCOTT: In what respect does their treatment differ from that accorded to ordinary prisoners of war?

DR. MACNAMARA: They are kept separate.

MR. MACCALLUM SCOTT: Is that the only difference?

DR. MACNAMARA: Speaking offhand, yes.

SIR H. DALZIEL: Can the right hon. gentleman explain why an announcement was made bearing an entirely different interpretation as to how they were to be treated?

DR. MACNAMARA: I do not know to what my right hon. friend refers. He should read this statement with the statement made the day before yesterday.¹

¹ [See
pp. 442-4.]

SIR H. DALZIEL: If it is the case that these officers are so well treated as the right hon. gentleman has now explained, why was an announcement made which indicated to the public that they were to be treated very severely indeed?

DR. MACNAMARA: As far as I know, the policy laid down was that after 18th February they were to be separated and kept by themselves.

SIR H. DALZIEL: Is it not the case that the answer says that they are not separated, but that they are allowed to exercise along with other prisoners?

DR. MACNAMARA: Let there be no misunderstanding about that. The answer is that they are not in solitary confinement. They are allowed to exercise in company. The point I am trying to make is that they are kept separate from other prisoners of war.

MR. JOYNSON-HICKS: Will the right hon. gentleman have that important answer communicated to the American Embassy in order that it may be made public in Germany?

DR. MACNAMARA was understood to assent.

SIR GEORGE YOUNGER: Have any arrangements been made since yesterday to allow an independent American representative to see these prisoners and how they are treated?

DR. MACNAMARA: The hon. member will remember that on Tuesday the First Lord said that he was quite ready to have an impartial examination of that sort in return for a similar examination in Germany. Whether anything has been done in the meantime I cannot say offhand.

SIR G. YOUNGER: Is the right hon. gentleman aware that an opportunity offers at the present moment to have that examination made?

DR. MACNAMARA: I will consider that, yes.

LORD ROBERT CECIL: Can the right hon. gentleman say whether or not the report in to-day's papers that the American Embassy in Germany has inspected the conditions of detention of the thirty-nine British officers is correct, and, if so, whether that complies with the condition laid down by the First Lord?

DR. MACNAMARA: I cannot say offhand.

BRITISH VESSELS SUNK BY GERMAN
SUBMARINES*House of Commons, April 29, 1915.**Hansard.*

MR. KELLAWAY asked how many British vessels have been sunk by German submarines in waters outside the North Sea during the month of February, March, and April, respectively?

DR. MACNAMARA: The number of British vessels sunk by German submarines in waters outside the North Sea is:—Eight during February, seventeen during March, and six during April, up to the 27th.

MR. KELLAWAY: Can the right hon. gentleman give the last date in April on which a vessel was sunk?

DR. MACNAMARA: I am afraid I cannot without notice.

ROYAL DOCKYARDS

ibid.

SIR C. KINLOCH-COOKE asked the First Lord of the Admiralty whether he is aware that civilian pensioners employed at the Royal Naval Barracks, Devonport, and *Indus*, unlike other dockyard employées called up for service, are not participating in the 2s. bonus?

DR. MACNAMARA: If the hon. member refers to pensioners in receipt of civilian rates of pay, they will receive the emergency increase announced in the award of the Committee on Production. The award is not applicable to the cases of men called up but retained in the establishments referred to on naval work at naval rates of pay.

SIR C. KINLOCH-COOKE asked the First Lord of the Admiralty (1) whether yard-craft men are required, under Clause 35 of Answers to Petitions (page 12), to surrender any special privileges; and, if so, will he explain what those privileges are and the cause of their surrender; and (2) whether he can say when the yard-craft men will receive payment in respect to the concessions recently granted therein; and will he explain the cause of the delay that has occurred?

DR. MACNAMARA: The improvements in wages and conditions of employment of yard-craft men set out in the answers to petitions were conditional upon the surrender of special privileges in certain cases. The privileges in question are certain advantages which were enjoyed by some of the yard-

DOCUMENTARY HISTORY—NAVAL

craft men in respect of sick leave with pay and medical attendance. I imagine that any delay which may have occurred in some cases is owing to the hesitation of some of the men to accept the conditions regarding the surrender of special privileges previously enjoyed by them. Payment of the increased rates has already been made to those men who have accepted the conditions.

SIR C. KINLOCH-COOKE : Are we to understand, unless they agree to this, that that bonus of 2s. will be stopped ?

DR. MACNAMARA : I do not know what the hon. member is thinking about in the matter of bonuses. It is not a question of bonus. We set out new conditions, and the receipt of the new conditions were contingent upon giving up certain privileges.

MR. CHARLES DUNCAN : Is it not the fact that the advance of wages was given to these men because of the increase in the cost of living, and now, instead of giving them an advance, the advantages that they have been in receipt of are to be taken away from them ; therefore, it will be no advance at all ?

DR. MACNAMARA : My hon. friend, if I may respectfully say so, quite misunderstands. These are the replies of the officials ; what he refers to is quite a different matter.

SCOTTISH ESTUARIES (YACHTING)

MR. WATT asked the First Lord of the Admiralty whether it is the intention of his Department to close the Clyde and other estuaries of Scotland against yachting during the approaching summer ; and, if so, whether he will publish the decision speedily in view of the number of interests involved ? *ibid.*

DR. MACNAMARA : The Admiralty have decided that definite limits should be drawn at each harbour or estuary outside of which no cruising of yachts or pleasure boats can be allowed. Before a regatta is held within the limits of the authorised port or waters, the permission of the senior naval officer should be obtained. Excursion steamer traffic can be permitted only so far as it serves for conveyance of necessaries to places off the mainland. All such sailings must be made under licence from the local naval authorities. These authori-

DOCUMENTARY HISTORY—NAVAL

ties are authorised to publish the limits within which pleasure cruising, etc., is allowed, and requests for information as regards particular areas should be addressed to them. In the case of Scottish waters, the authority concerned is the Admiral Commanding, Coast of Scotland, Rosyth.

NAVAL LOSSES (OFFICERS AND MEN)

House of Commons, April 29, 1919.

Hansard.

MR. JOYNSON-HICKS asked the First Lord of the Admiralty the number of officers and men of the Royal Navy, Royal Marines, Royal Naval Reserve, and Royal Naval Volunteer Reserve killed from the commencement of the war to the 31st March 1915, in view of the statement in the *Navy List* for April of officers and men killed in action up to the 18th March 1915, giving names which amount to a total of 6606—379 officers and 6227 men?

DR. MACNAMARA: The total number of officers killed down to 31st March is 417. The total number of men killed down to 31st March is 6313.

PRIZE CLAIMS COMMITTEE

ibid.

SIR E. CARSON asked the Secretary to the Admiralty whether the Prize Claims Committee have made any awards in respect of claims against ships or cargo condemned in the Prize Court; and, if so, whether such awards will be made public?

The ATTORNEY-GENERAL (SIR JOHN SIMON): The right hon. gentleman will permit me to reply to this question. The Prize Claims Committee has investigated a number of claims and arrived at a provisional decision upon them, but no awards can be made until certain outstanding questions connected with the Prize Funds have been settled.

SIR E. CARSON: The right hon. gentleman has not answered the last part of my question. Will the awards be made public? May I also ask him: will those sums which are paid as awards be taken out of the money otherwise given as prize money to the Navy?

SIR J. SIMON: The right hon. gentleman puts two further questions. I understood the last part of his question to be governed by the words 'if so'—if any awards have been made,

whether they will be made public? My answer was: No awards have been made. As to whether the awards will be made public, there is no doubt that they will have to be made public as soon as they are finally determined upon. The second question as to the fund out of which the money would come is one of the matters which are now under consideration both in respect of the funds in this country and the corresponding funds throughout the Empire.

MR. R. M'NEILL: What is the position of the Prize Claims Committee? Is it a Committee of Appeal from the Prize Court?

SIR J. SIMON: No, it is not a Court of Appeal from the Prize Court. It is a Committee appointed in order to ascertain what charges British subjects may have over goods which may come into the Prize Court, otherwise many British subjects would find themselves deprived of what is, in effect, their property, because that property is condemned in the Prize Court.

MR. M'NEILL: Those are the facts the Prize Court itself ascertains?

SIR J. SIMON: From a very long course of practice the Prize Court itself pays no attention to that, so that if a German ship worth £60,000 is mortgaged for £50,000 to an Englishman, the German ship is condemned, the Englishman would lose his £50,000, unless special provision is made.

SIR E. CARSON: Are there any rules laid down upon which this Committee is to adjudicate, or is it left entirely at large to do entirely what the members think proper?

SIR J. SIMON: The Committee is instructed to report to the Treasury, and when that report is made it has got to be considered from the financial point of view by the Treasury.

SIR E. CARSON: Are there any rules governing the ultimate destination of the money which otherwise would be prize money for the Navy?

SIR J. SIMON: I have told the right hon. gentleman that that is one of the matters which is under consideration. It is not possible, of course, for the Prize Claims Committee to lay down what shall go to the Navy or not; that must be a matter of general policy. All the Committee has to do is to investigate the value of the claims made by the British subjects and neutrals who have charges over cargoes and

DOCUMENTARY HISTORY—NAVAL

ships which come before the Prize Courts. They merely have to report upon the amounts.

MR. M'NEILL: Is that confined to British ships?

OPERATIONS IN TURKEY

House of Commons, April 29, 1915.

Hansard.

MR. JOYNSON-HICKS asked the Prime Minister (1) whether the operations by land of His Majesty's Forces now being conducted in Turkey are controlled by the Secretary of State for War, or by the First Lord or the Board of Admiralty; and by whom or by which Department is their equipment, supply and transport provided; and (2) in view of the fact that we have eight wars on hand—in Flanders, in Egypt, in the Cameroons, in East Africa, in South-West Africa, in Central Africa, in Persia, and on the North-West Frontier of India—will he state generally the reasons for withdrawing troops and ships from these eight wars in order to commence a ninth war in European Turkey; and have the admirals commanding our Fleets at sea and the generals commanding our troops on land, been consulted before such withdrawals were made and expressed agreement therewith?

MR. MCKENNA: I must refer the hon. member to the answer which I gave on the 22nd April to the noble Lord the member for Portsmouth.¹

¹ [See
P. 393.]

[The only answer given on this subject on April 22 was given, not by Mr. McKenna but by the Prime Minister; but this answer of the Prime Minister's appears to be the one to which Mr. McKenna here refers.]

ROYAL NAVY (MEAT SUPPLIES)

ibid.

MR. WILLIAM THORNE asked the First Lord of the Admiralty, if purchases of frozen meat and canned meat for use in the Royal Navy are made separately or in conjunction with the War Office purchases; what quantities approximately were acquired for the use of the Navy from 1st August to 31st December 1914; and what prices were paid by the Admiralty approximately for these two classes of goods?

DR. MACNAMARA: Frozen meat for the Navy is obtained under a special arrangement made by the Board of Trade with the large importers, which provides for the joint require-

DOCUMENTARY HISTORY—NAVAL

ments of the Army and Navy. Canned meat for the Navy is purchased separately from Army requirements. The approximate quantities bought and prices paid for meat for the Navy from 1st August to 31st December 1914, are as follows: Frozen meat, 2000 tons, chiefly beef; average price estimated at slightly over 6d. per pound. Canned meat, 3150 tons; average price 8½d. per pound.

HONOUR FOR ADMIRAL GUÉPRATTE

Paris, April 29.

The name of Rear-Admiral Guépratte, commanding the French Naval Division at the Dardanelles, has been included in the special list of the Legion of Honour under the grade of commander.—*Reuter.*

SPECIAL PAY FOR NAVAL INTELLIGENCE OFFICER, JAMAICA

At the Court at *Buckingham Palace*, the 29th day of April, 1915.

Present,

The KING'S Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 15th day of April 1915, in the words following, viz. :—

L.G.,
April 30,
1915.

'Whereas by Sections 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, or other allowances in the nature thereof, payable in respect of services in Your Majesty's Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein, shall be paid in such manner, and subject to such restrictions, conditions, and provisions, as are from time to time directed by Order in Council:

'And whereas we are of opinion that the Officer appointed for Naval Intelligence Duties at Jamaica should be granted an allowance in consideration of the high cost of living in that Island:

DOCUMENTARY HISTORY—NAVAL

‘We beg leave humbly to recommend that Your Majesty may be graciously pleased, by Your Order in Council, to sanction the payment of a Colonial Allowance at the rate of £50 per annum to the Officer appointed for Naval Intelligence Duties at Jamaica, to take effect as from the 24th day of February 1914, the date on which the Officer in question took up his appointment.

‘The Lords Commissioners of Your Majesty’s Treasury have signified their concurrence in this proposal.’

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

PAY FOR MOTOR SERVICES IN THE NAVY

At the Court at *Buckingham Palace*, the 29th day of April, 1915.

Present,

The KING’S Most Excellent Majesty in Council.

L.G.,
April 30,
1915.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the 12th day of April 1915, in the words following, viz. :—

‘Whereas by Section 3 of the Naval and Marine Pay and Pensions Act, 1865, it is enacted, *inter alia*, that all pay, pensions, or other allowances in the nature thereof, payable in respect of services in Your Majesty’s Naval or Marine Force to a person being or having been an Officer, Seaman, or Marine therein, shall be paid in such manner, and subject to such restrictions, conditions, and provisions, as are from time to time directed by Order in Council :

‘And whereas we consider that provision should be made for the emoluments of certain Officers and Men entered in the Royal Naval Division for service in connection with motor vehicles :

‘We beg leave humbly to recommend that Your Majesty may be graciously pleased, by Your Order in Council, to sanction the following rates of pay for such

DOCUMENTARY HISTORY—NAVAL

Officers and Men, with effect as from the date of their entry up to and including the 28th February 1915 :—

	£	s.	d.	
Motor Superintendent	1	0	0	a day.
Motor Owner Drivers	1	0	0	„
Foreman Fitters	0	15	0	„
Road Inspectors	0	15	0	„
Fitters	0	10	0	„
Mechanic Drivers	0	10	0	„
Motor Store-Keepers	0	7	6	„

‘ We further beg leave to recommend that on and after the 1st March 1915, the rate of pay of Motor Owner Drivers should be on the scale authorised for 2nd Lieutenants, Royal Marines, and that the rates of pay for the Motor Superintendents, Foreman Fitters, Road Inspectors, Fitters, Mechanic Drivers, and Motor Store-Keepers should be continued on the same scale as that in force up to the 28th February 1915.

‘ The Lords Commissioners of Your Majesty’s Treasury have signified their concurrence in these proposals.’

His Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of His Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

SPECIAL TREATMENT OF SUBMARINE OFFICERS AND MEN

I

Admiralty, May 4.

The American Ambassador presents his compliments to His Majesty’s Secretary of State for Foreign Affairs, and has the honour to communicate to him the following transcription of a telegram, dated April 29, received this morning from the Ambassador at Berlin :

Pursuant to general arrangement regarding visiting prisoners which is still in force here, I personally visited each of twenty-two of thirty-nine officers arrested April 27 in Burg and Magdeburg. Each officer is in clean cell, allowed bath,

books, packages. Can smoke ; one hour exercise morning ; one hour exercise evening in prison yards ; during exercise hours can talk together ; food good ; no complaints except that they are so arrested.

German Government will follow exactly the treatment given submarine crews as soon as Page can visit prisoners, and these officers will be again treated like ordinary prisoners of war the instant I report submarine crews so treated in England. The treatment accorded officers now is that usual for German officers in arrest, and is given pending definite report treatment of submarine crews in England.

London, May 1, 1915.

II

Telegram sent by Mr. Page to the Department of State at Washington and to American Embassy at Berlin, May 3, 1915. (Published with the consent of the American Ambassador.)

Lowry visited on Saturday German submarine prisoners, twenty-nine in number, made up as follows :—four commissioned officers, one warrant engineer officer, twenty-four enlisted men, interned at Naval Detention Barracks, Chatham Dockyards. Other ten submarine prisoners are interned at Naval Detention Barracks, Devonport. Will be visited this week, to-morrow if possible.

Lowry reports officers and men at Chatham in good health and supplied with money ; officers receive 2s. 6d. per day from British Government. None in solitary confinement, but are kept in separate rooms at night. Size of room, 8 feet by 12 feet.

Men eat together in one mess and officers together in another mess. Officers and men have same food. Dietary composed of bread, cocoa, tea, sugar, potatoes, suet pudding, pork and pea-soup, cheese, beef, mutton, and milk. Officers may have butter ; men supplied with margarine. All supplied with books and tobacco. Officers are allowed servants from among the crew.

All have use of well-equipped gymnasium daily at stated periods. Permitted to write letters once a week and to receive money, parcels, and letters. Both men and officers

exercise in association, but at different times. Recreation quarters indoors as well as outdoors.

Officers complained of being held in Detention Barracks rather than in officers' camps, but no complaint as to quantity or quality of food. No complaint as to treatment or as to character of accommodation. Hygiene and sanitary requirements excellent. Rooms and all surroundings specklessly clean.

Lowry is submitting to me detailed report in writing, which follows by first bag.

(Signed) AMBASSADOR, *London*.

LOSS OF THE *A.E 2*

The Secretary of the Admiralty makes the following announcement :—

Times,
May 19,
1915,

A report from Turkish sources states that Submarine *A.E 2* of the Royal Australian Navy, was sunk on April 30 while endeavouring to enter the Sea of Marmora, and her crew were taken prisoners.

A further report received through diplomatic channels at Athens states that three officers and seventeen men were taken prisoners out of a total of three officers and twenty-nine men.

No communication having been received from this vessel since April 26, her loss must be presumed.

The following is a list of the officers :—

Lieut.-Commander Henry Hugh Gordon Dacre Stoker.

Lieut. Geoffrey Arthur Gordon Haggard.

Lieut. John Pitt Cary.

ZEPPELIN RAID IN THE EASTERN COUNTIES

The *Cambridge Daily News* states that enemy aircraft appeared over Ipswich shortly after midnight, and dropped a number of bombs, setting several buildings on fire.

Times,
April 30,
1915.

Ipswich, April 30, 2 A.M.

About 12.20 this morning a Zeppelin passed over Ipswich and dropped five bombs, two of which were explosive and

three incendiary. The incendiary bombs fell upon houses in Brookshall Road, and set three of them on fire. Within ten minutes of the occurrence the houses were well alight, and the whole strength of the Fire Brigade was engaged in dealing with the outbreak. Two of the houses were burnt out. There was no loss of life and, so far as is known, no one was injured. Brookshall Road, a middle-class district, is situated on the western outskirts of the town. All the residents were in bed at the time, and that they escaped injury is sufficiently remarkable. It is probably due to the fact that by great good fortune the bombs dropped on the back of the houses and not over the sleeping apartments. The back parts of the houses were set on fire, and the flames spread rapidly to the main buildings.

One of the most striking experiences of the night was that of a policeman whose beat included Brookshall Road. He was in front of one of the houses there when he heard the engines of the aircraft and, looking up, saw a bomb fall on the house before which he was standing. It was he who gave the alarm to the fire brigade. The airship continued its course over the town, but no further bombs were dropped. The noise of the explosion caused great excitement, and inhabitants of the houses which were set on fire ran into the street scantily clothed.

So far as can be ascertained, says the *East Anglian Daily Times*, the only serious damage sustained in Ipswich was from the bombs which dropped in Brookshall Road. Here three houses were enveloped in fire, which broke out as the result of an incendiary missile. All were completely gutted. One of the bombs in its fall struck No. 60 Brookshall Road, occupied by Mr. Harry Goodwin, with his wife and daughter, aged just over twelve years. About twenty minutes past twelve Mr. Goodwin was aroused by his wife, who heard the noise of the aircraft engine, and immediately afterwards his house was struck. The bomb pierced the roof, and fell into the back bedroom, where Mrs. Goodwin was sleeping and where it struck a chest of drawers standing in the corner of the apartment within a few feet of the bed occupied by the little girl. The chest of drawers immediately burst into flame. Mr. Goodwin rushed into the room, which appeared to be enveloped in flame and smoke, and rescued the now

awakened and frightened girl. Snatching her up in his arms he carried her out of the house and found her shelter with a kindly neighbour. Meanwhile the flames spread rapidly and enveloped the adjoining house, No. 58, occupied by Mr. and Mrs. Easey, and their son. Mr. Easey had retired to bed about 11 o'clock, and says that he heard the aircraft soon after midnight. Immediately after the bomb had struck No. 60, Mr. Easey found that a back bedroom, where his son was sleeping, was on fire. The family, without waiting to save any effects, left the house and sought refuge with neighbours. Mr. Alfred Easey, the son, said he heard the bomb drop on the first house, and the next thing he knew was that his room was on fire. In No. 56 resided a married couple named Farnham, who had time to clear out and save some of their furniture. None of the contents of the other two houses could be saved. The Corporation Fire Brigade, under Superintendent Galloway, was speedily on the scene, but, in view of the rapid extension of the fire, they could do little beyond saving other villas immediately adjacent.

Police-constable Claydon, of the Ipswich Borough police, who was on duty in the Norwich Road district, states that he was right in front of No. 60 Brookshall Road when, at 12.5, he heard the throb of the propeller of an aircraft. He watched skyward, but did not see anything. The sound kept growing louder, until about 12.15, when it appeared right overhead. He saw a spark descend from the clouds; it increased in size until it struck the rear of the house, No. 60, Brookshall Road. When the bomb fell there was a loud crash. Claydon at once went to the back of the premises and found the house in flames. He rushed round to the front and knocked at the door to find the inhabitants were already alarmed and prepared to leave, which they did immediately. Claydon added that when the airship left it dropped three more bombs in the suburb of Whitton.

Bury St. Edmunds, 1.30 A.M.

An airship—believed to be a Zeppelin—passed over Bury St. Edmunds shortly before 1 o'clock this morning. A resident who happened to be in the street at the time states that for some minutes before the airship appeared overhead he heard

the noise of its engine. He was standing at a point from which he had a good view of the butter market, in the centre of the town. Suddenly there was a loud noise, and he saw flames rising from a shop on the south side. An incendiary bomb was, as he put it, blazing furiously. The shop belonged to a photographer named Day. An adjoining shop was also somewhat damaged by fire. Almost immediately afterwards a second bomb struck a stable about 150 yards away in another street. Here, too, flames broke out. The airship passed on to the outskirts of the town, where three more bombs were dropped. The first of these fell between two detached cottages standing in a broad road, and a resident, aroused by the explosion, ran into the road and promptly poured a pail of water on the blazing bomb. The second and third bombs fell in a field. After circling the town the airship was last seen going in the direction of the East Coast.

Later.—The raider was clearly seen by several residents, and was identified as a Zeppelin. It passed over Abbeigate Street, circled round the town, and dropped more than ten bombs. The two fires were caused by incendiary bombs, and at one time the Suffolk Hotel was in danger. St. Andrew's Hall, Cemetery Road, was also burnt out. Other bombs fell in York Road, in Westerley Road, Northgate Street, Southgate Street, and near Hardwick Park.

Felixstowe, 2 A.M.

Almost on the stroke of midnight a Zeppelin's engine was heard high up, coming in from the North Sea. Although the moon was shining, a mist hung over the coast, and the airship, at the height at which it was sailing, was hardly discernible. Some excitement was caused among the residents, who are ever on the alert against air raids, and a number ran into the streets. Every moment a bomb was expected to fall, and there was deepest relief when it was ascertained that the Zeppelin had passed over the town without committing this outrage. Later, news was received that bombs had been dropped on Ipswich and Bury St. Edmunds.

Ipswich, April 30.

The alarm of the people of East Anglia at the latest air raid has rapidly turned to scorn. 'What sort of an enemy is this,' they say, 'that flies hundreds of miles simply to burn a few cottages and shops?' Blackened beams, charred wood, a dead dog, and a few pits in the earth are all the evidences of the midnight raid.

Bombs were dropped on only two towns of any importance, namely, Ipswich and Bury. Just in front of the Presbyterian Church at Ipswich, and only a few inches from the wall, is a shell hole where the first bomb fell and failed to explode. A few yards farther west a similar indentation in the roadway of Waterloo Street shows where the second fell.

Close by, and still westward, three houses in Rosebery Villas, Brookshall Road, are completely gutted. They were fired by bombs which fell shortly after midnight. In two of the houses, dwellings of the artisan class, children were sleeping. Police-constable Claydon saw one of the projectiles fall, and gave the alarm without delay. The bomb which fell on No. 60, the house of a Mr. Goodwin, passed through a room in which his twelve-year-old daughter was sleeping. In a few moments three houses (Nos. 56, 58, and 60) were burning furiously. From the first a family named Farnham escaped with some of their belongings. From the next a man named Easey first carried his invalid wife to a place of safety and then returned for his boy Alfred. From No. 60 Mr. Goodwin, who had been called by his wife when she heard the engines of the Zeppelin, took her and his little girl to a neighbour's house. In both cases the escapes of the children were remarkable. None of the people of these families were hurt, but to-day they are suffering more or less from shock.

At Bury St. Edmunds more damage was done. The airship started at a height of 3000 feet, and eye-witnesses state that in the bright moonlight the occupants of the car were plainly visible. The first fire broke out in the Butter Market, followed immediately by another on property belonging to Mr. Pettit. A soldier who saw the whole thing said that it seemed to him as if a cartload of bombs were being poured down.

Meanwhile, in the Butter Market the fire had become

more serious, a number of shops having been fired by the hail of incendiary bombs. They were the premises of Mr. Day, photographer; Mrs. Wise; Messrs. Nice, motor works; Messrs. Johnson, dyers; and Miss Clarke, tobacconist. The brigade had the assistance of the special constables and the military, but, hard as they worked, they were not able to save the shops, two of which were burned to the ground. For some time there was the danger of the fire spreading to the Suffolk Hotel close by. This was averted, though the outbreak was not quelled till this afternoon. Miss Clarke was rescued in her night attire, unhurt, but her pet dog was killed, and this was the only loss of life reported. Mr. Day has written above his shop window 'Business as usual,' and continues to take photographs. Of the bombs dropped on Bury only two seem to have been of an explosive character, the remainder, fifteen to twenty, being incendiary.

Further reports were received from the East Coast yesterday of the sighting of Zeppelins over the North Sea.

At Wells-on-Sea, about 6.30 in the evening, some lifeboatmen saw through a telescope four large bodies distant about 8 miles from land. They were convinced that these were German airships. When first seen they were coming towards the East Coast, but a few minutes later they turned back and were lost to view.

At Lowestoft shortly after 4 o'clock a report was received that a hostile airship had been seen about 4 miles from land. British aircraft were sent up. They returned about an hour later, when it was stated that the hostile airship had gone seaward and disappeared.

The visit of the airship led to a considerable demand from the Eastern Counties for insurance. One method adopted by underwriters for dealing with the proposals was to draw a straight line from the Humber through London and to charge a rate of 10s. per cent. on all property east of the line. Hitherto, while 10s. per cent. has been charged for property on the coast, only 5s. per cent. has been quoted on property more than 5 miles from the sea.

DOCUMENTARY HISTORY—NAVAL

NOTICE OF INTENDED DISTRIBUTION OF NAVAL SALVAGE MONEY

*Department of the Accountant-General
of the Navy, Admiralty, S.W.,
30th April 1915.*

Notice is hereby given to the Officers, Seamen, and Marines, and to all persons interested therein, that the Distribution of the award for the Salvage of Casks of Wine by His Majesty's Ship *Foyle*, between the 12th and 15th October 1913, will commence on Saturday, the 1st proximo, in the Prize Branch of the Department of the 'Accountant-General of the Navy, Admiralty, S.W.'

L.G.,
April 30,
1915.

Agents and other persons holding Powers of Attorney, Prize Orders, Assignment, or other instruments, by virtue of which they may be legally entitled to claim the share of any Officer serving in the above-named Ship, are requested to present the same at this Office.

All applications from persons entitled to share, who are not serving afloat, should be addressed 'On Prize Business:—to the Accountant-General of the Navy, Admiralty, London, S.W.' Such applications (except in the case of Commissioned Officers), should be accompanied by Certificates of Service.

The following are the Shares due to an individual in the several Classes:—

	£	s.	d.
Commanding Officer	3	12	5
5th Class	2	1	6
6th „	1	4	11
7th „	1	0	9
8th „	0	14	6
9th „	0	8	4
10th „	0	4	2

RUSSIAN STEAMER TORPEDOED

The Russian steamer *Sworono*, of Marinpol, laden with coal from Port Talbot to Archangel, was sunk by a German submarine on Friday morning (April 30) off the Kerry Coast. It was fired on without warning, the shots being continued

Times,
May 3,
1915.

DOCUMENTARY HISTORY—NAVAL

while the crew were taking to the boats. The men were rescued by a trawler.

NOTICE TO MARINERS

(No. 360 of the year 1915)

UNITED KINGDOM

*Pilotage Stations established at Certain Ports on
Account of Defensive Minefields*

Former Notice (No. 292 of 1915¹) hereby cancelled.

¹ [See
p. 325.]
L.G.,
April 30,
1915

With reference to the extension of the system of Mine defence, notice is hereby given that Pilotage is now compulsory at the following ports for all vessels (including fishing vessels) which have a draught of over eight feet, and that it is highly dangerous for any vessel to enter or leave such ports without a pilot. Fishing and other small vessels having a draught of over eight feet are to assemble at the Pilotage stations, and will be conducted into and out of port in groups.

(1) FIRTH OF FORTH.—All incoming vessels are only permitted to enter the Firth of Forth during daylight hours; they are to pass between the Isle of May and Anstruther Wester, thence they must steer a direct course for Kinghorn Ness. On approaching Inchkeith, the Pilot vessel in the North channel is to be closed, and a pilot embarked.

Vessels are warned that they should on no account pass to the southward of a line joining the north point of the Isle of May and Kinghorn Ness, until in the longitude of 3° W., when course may be shaped for the centre of North channel.

Outward bound vessels should steer to pass the longitude of 3° W., in latitude 56° 06' 30" N., then shape course to pass between Anstruther Wester and the Isle of May.

No merchant vessel is permitted to be at an anchorage, during the hours of official night, West of a line drawn from Barnes Ness to North Carr Rock, and East of Inchkeith.

The above orders apply to vessels proceeding to *any* port in the Firth of Forth, whether to the eastward of Inchkeith or not.

(2) MORAY FIRTH.—All vessels bound to Cromarty or Inverness must call for a pilot at Wick or Burghead.

DOCUMENTARY HISTORY—NAVAL

Outgoing vessels are to discharge their pilots at one or the other of these places.

It is dangerous for any vessel to be under way to the south-westward of a line joining Findhorn and Tarbat Ness without a pilot.

(3) SCAPA FLOW.—All entrances are dangerous, and entry is absolutely prohibited by any of them except as provided in succeeding paragraphs.

Examination services have been established in the entrances to Hoxa and Hoy Sounds: vessels wishing to enter must communicate with the Examination vessel, and follow the instructions received from her very carefully.

The only vessels permitted to enter Hoy Sound from the westward are those bound for Stromness: vessels cannot enter Scapa Flow from Stromness.

Vessels are not permitted to enter Hoxa or Hoy Sounds by night.

Passage through Cantick Sound is entirely prohibited.

Note.—This Notice is a repetition of Notice No. 292 of 1915, with additions to paragraph (1) relating to the Firth of Forth.

Authority.—The Lords Commissioners of the Admiralty.

PROMOTIONS, APPOINTMENTS, HONOURS, AND REWARDS

10th April, 1915.

The King has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath, in recognition of the services of the under-mentioned officer during the chase of the German cruisers *Goeben* and *Breslau* by H.M.S. *Gloucester* on 6th and 7th August 1914:—

L.G.,
April 10,
1915.

*To be an Additional Member of the Military Division
of the Third Class or Companion*

Captain William Archibald Howard Kelly, Royal Navy.

The report of the *Gloucester* shows that the *Goeben* could have caught and sunk her at any time had she dared to turn upon her. The *Goeben* was apparently deterred by the *Gloucester's* boldness, which gave the impression

DOCUMENTARY HISTORY—NAVAL

of support close at hand. The combination of audacity with restraint, unswerving attention to the principal military object, namely, holding on to the *Goeben* without tempting her too much, and strict conformity to orders, constitute a naval episode which may justly be regarded as a model.

Admiralty, 10th April 1915.

The King has been graciously pleased to approve of the grant of the Victoria Cross to Commander Henry Peel Ritchie, Royal Navy, for the conspicuous act of bravery specified below :—

For most conspicuous bravery on the 28th November 1914, when in command of the searching and demolition operations at Dar-es-Salaam, East Africa. Though severely wounded several times, his fortitude and resolution enabled him to continue to do his duty, inspiring all by his example, until at his eighth wound he became unconscious. The interval between his first and last severe wound was between twenty and twenty-five minutes.

Admiralty, 10th April 1915.

The King has been graciously pleased to give orders for the following appointments to the Distinguished Service Order, and for the award of the Distinguished Service Cross to the under-mentioned officers in recognition of their services as mentioned :—

To be Companions of the Distinguished Service Order

For services during the operations in the Shatt-el-Arab, 3rd to 9th December 1914, resulting in the capture of Qurnah—

Commander (now Captain) Wilfrid Nunn, Royal Navy.

Commander Nunn displayed great coolness and skill in handling his ship under fire in difficult conditions of unsurveyed waters.

For services rendered in the aerial attack on Dunkirk, 23rd January 1915—

Squadron Commander Richard Bell Davies.

Flight-Lieutenant Richard Edmund Charles Peirse.

DOCUMENTARY HISTORY—NAVAL

These officers have repeatedly attacked the German submarine station at Ostend and Zeebrugge, being subjected on each occasion to heavy and accurate fire, their machines being frequently hit. In particular, on 23rd January, they each discharged eight bombs in an attack upon submarines alongside the mole at Zeebrugge, flying down to close range. At the outset of this flight Lieutenant Davies was severely wounded by a bullet in the thigh, but nevertheless he accomplished his task, handling his machine for an hour with great skill in spite of pain and loss of blood.

For services in command of torpedo-boat *O 43* during the operations on the Suez Canal, 3rd February 1915—

Lieutenant-Commander George Bryan Palmes, Royal Navy.

Lieutenant-Commander Palmes disabled a number of the enemy's boats intended to be used for crossing the Canal, and showed coolness and bravery under fire. He was severely wounded.

To receive the Distinguished Service Cross

For services in the action between H.M.S. *Carmania* and the German Armed Merchant Cruiser *Cap Trafalgar*, on 14th September 1914, when the latter vessel was sunk—

Chief Gunner Henry Middleton.

Acting Sub-Lieutenant George Frederick Dickens, R.N.R.

Midshipman (now Acting Sub-Lieutenant) Douglas Nowell Colson, R.N.R.

For services during the operations at Dar-es-Salaam on 28th November 1914, when boats' parties from H.M.S. *Fox* and *Goliath* were attacked unexpectedly at the harbour entrance—

Lieutenant Eric Reid Corson, R.N.

Lieutenant Herbert Walter Julian Orde, R.N.

Sub-Lieutenant Clement James Charlewood, R.N.R.

Lieutenant Corson was in H.M.S. *Fox's* steam cutter, and, under a close and heavy fire from both sides of the Channel, climbed forward to relieve a stoker who was

mortally wounded. By his exertions he kept the fires going and steam up at the most critical moment.

Lieutenant Orde was in H.M.S. *Helmuth*, and, though himself wounded and under exceptionally heavy fire, with dangerous escape of steam, brought his ship safely through the narrow channel.

Sub-Lieutenant Charlewood ably assisted Lieutenant Orde in bringing the *Helmuth* through the channel.

For services in H.M.S. *Hardinge* during the operations on the Suez Canal, 3rd February 1915—

Temporary Lieutenant George Carew, R.N.R.

A shell struck the fore funnel of H.M.S. *Hardinge*, and completely shattered one of Lieutenant Carew's legs from the knee down, and broke one arm, besides inflicting other wounds. Notwithstanding this, he continued to advise on the piloting of the ship with coolness and equanimity.

The following awards have also been made :—

To receive the Conspicuous Gallantry Medal

For services at Dar-es-Salaam, 28th November 1914—

Thomas James Clark, Petty Officer, 1st Class, O.N. 178489 (R.F.R., Dev., B./1535).

Thomas Arthur Gallagher, Leading Seaman, O.N. 222943.

Petty Officer Clark was coxswain of H.M.S. *Goliath's* steam pinnace. He was wounded, but gallantly returned to the wheel, to which he stood until the boat was out of gunfire.

Leading Seaman Gallagher was coxswain of H.M.S. *Fox's* steam cutter. When twice wounded, and under galling fire, he remained at the tiller, and with the utmost coolness steered his boat through the danger zone.

For services in the Shatt-el-Arab, 3rd to 9th December 1914—

Arthur Jones, Stoker Petty Officer, O.N. 227970.

Petty Officer Jones, after being severely wounded, kept the engines of the launch *Miner* going when water was pouring into the engine-room, and undoubtedly by his action saved the *Miner* from disaster.

[Also thirty-one awards of the Distinguished Service

DOCUMENTARY HISTORY—NAVAL

Medal to petty officers and men for the *Goeben*, *Cap Trafalgar*, *Emden*, *Doris*, and Persian Gulf operations.]

Admiralty, 10th April 1915.

In connection with the sinking of the German submarine *U 8* off Dover on the 4th March, and *U 12* off the Forth on the 10th March, the following officers have received letters on vellum, expressing the approbation of the Lords Commissioners of the Admiralty for their services and conduct. These letters will be issued by their Lordships in cases where skill and address in the handling of His Majesty's ships in the presence of the enemy are shown by officers or men, or other high qualities are displayed, such as daring, resource, tenacity, and quickness of mind and eye, although the actions may not necessarily be performed under the fire of the enemy. Such letters are equivalent to a mention in despatches.

L.G.,
April 10,
1915.

Operations against U 8

Captain Charles Duncan Johnson, M.V.O.
Commander Benjamin Wingate Barrow.
Lieutenant-Commander Robert Wise Richardson.

Operations against U 12

Commander Brien Michael Money.
Lieutenant-Commander James Vandeleur Creagh.
Lieutenant-Commander Cyril Callaghan.

The following awards have been made to Petty Officers and Men :—

To receive the Distinguished Service Medal

For services in connection with sinking of *U 8*—

Alfred Ethelbert Bushell, Chief Petty Officer, O.N. 156648.
Oswald Sydney Scholey, Petty Officer, O.N. 205660.
William Neale, Petty Officer, O.N. 217518.
Henry Ernest Knight, Petty Officer, 1st Class, O.N. 176903.
John Checkley, Petty Officer, 1st Class, O.N. 191617.
John Buttonshaw, Yeoman of Signals, O.N. 215905.
Ernest Farnsworth, Able Seaman, O.N. 220392.
Peter Robert Youngs, Able Seaman, O.N. J. 9388.
Alfred Charles Philip Arnold, Able Seaman, O.N. 152157.
George William Tatler, Able Seaman, O.N. J. 70.

For services in connection with the sinking of *U 12*—

Thomas Ong, Chief Petty Officer, Torpedo Coxswain, O.N. 156848.

William M'Goff, Chief Petty Officer, Torpedo Coxswain, O.N. 187916.

Arthur Davis, Chief Petty Officer, Torpedo Coxswain, O.N. 161905.

George Rodgers, Petty Officer, O.N. 165462.

Frederick Marshall, Leading Seaman, O.N. 215976.

Admiralty, April 10, 1915.

ROYAL NAVAL RESERVE

L.G.,
April 27,
1915.

In accordance with the provisions of His Majesty's Order in Council of 16th December 1912, a temporary Commission in the Royal Naval Reserve has been issued as follows :—

Captain

Thomas Philip Walker (Vice-Admiral, retired).

Admiralty, April 11, 1915.

In accordance with the provisions of His late Majesty's Order in Council of 8th December 1903 :—

Vice-Admiral Hugh Pigot Williams has this day been placed on the Retired List.

Consequent thereon the following promotions have been made from the same date :—

Rear-Admiral Arthur Yerbury Moggridge to be Vice-Admiral in His Majesty's Fleet.

Captain Hubert Grant-Dalton, C.B., to be Rear-Admiral in His Majesty's Fleet.

CHANCERY OF THE ORDER OF SAINT MICHAEL AND
SAINT GEORGE

Downing Street, 20th April 1915.

L.G.,
May 14,
1915.

The King has been graciously pleased to give directions for the following appointments to the Most Distinguished Order of Saint Michael and Saint George :—

DOCUMENTARY HISTORY—NAVAL

To be Honorary Members of the First Class, or Knights Grand Cross of the said Most Distinguished Order :—

Lieutenant-General Mitsuomi Kamio, Imperial Japanese Army, Commander-in-Chief of the Military Operations against Tsing-tau.

Vice-Admiral Sadakichi Kato, Imperial Japanese Navy, Commander-in-Chief of the Second Squadron, Commander-in-Chief of the Naval Operations against Tsing-tau.

Admiralty, 21st April 1915.

Lieutenant-Commander Eric Gascoigne Robinson has been specially promoted to the rank of Commander in His Majesty's Fleet, in recognition of the distinguished service rendered by him on the night of the 18th April 1915, as Commanding Officer of the force which torpedoed and rendered useless submarine *E 15*, thus preventing that vessel from falling into the enemy's hands in a serviceable condition. Dated 20th April 1915. L.G.,
April 23,
1915.

Admiralty, April 24, 1915.

ROYAL NAVAL RESERVE

In accordance with the provisions of His Majesty's Order in Council of 16th December, 1912, temporary commissions in the Royal Naval Reserve have been issued as follows :— L.G.,
April 27,
1915.

Captains

Frank Finnis, C.V.O. (Admiral retired).

Robert Stevenson Dalton Cuming (Admiral retired).

PRIZE COURTS

Foreign Office, March 1, 1915.

VESSELS DETAINED OR CAPTURED BY THE FRENCH NAVAL AUTHORITIES

A notification is published in the French *Journal Officiel* of the 26th instant, to the effect that parties interested in the L.G.,
April 2,
1915.

German vessels *Colonia* and *Rohlf's*, and in the cargo of the Netherland vessel *Boeroe*, should send in their claims to the Conseil des Prises, Palais Royal, Paris, before the 26th April next.

VESSELS DETAINED OR CAPTURED AT SEA
BY HIS MAJESTY'S ARMED FORCES

(In continuation of previous notification published in the *London Gazette* of March 30, 1915.¹)

¹ [See
p. 294.]

List of Vessels

Name and Tonnage.	Nationality.	Cargo Detained at
<i>Rijn</i>	Netherland	Portsmouth.

SHIPS WHOSE CARGOES, OR PART OF THEM,
HAVE BEEN DETAINED

(In continuation of previous notification published in the *London Gazette* of March 30, 1915.¹)

L.G.,
April 20,
1915.

¹ [See
p. 293.]

List of Vessels

Name of Vessel.	Nationality.	Cargo Detained at
<i>Akabo</i>	British	Liverpool.
<i>Akassa</i>	British	Liverpool.
<i>Albania</i>	Swedish	Ardrossan.
<i>Albis</i>	Norwegian	Kirkwall
<i>America</i>	Norwegian	Sunderland
<i>Annam</i>	Danish	Kirkwall
<i>Arkansas</i>	Danish	Kirkwall
<i>Balto</i>	Norwegian	Hull
<i>Banka</i>	Netherland	London
<i>Benue</i>	British	Liverpool
<i>Bia</i>	Swedish	Manchester
<i>Bravo</i>	Norwegian	Cardiff
<i>Chantala</i>	British	London
<i>Clan Sutherland</i>	British	London
<i>Culna</i>	British	London
<i>Cygnus</i>	Norwegian	Kirkwall
<i>Gunhild</i>	Danish	Grimsby
<i>Hammershus</i>	Danish	Manchester
<i>Henrik</i>	Norwegian	Sunderland

DOCUMENTARY HISTORY—NAVAL

Name of Vessel.	Nationality.	Cargo Detained at
<i>Hilding</i>	Swedish	Leith
<i>Japan</i>	Swedish	Leith
<i>Lapland</i>	Norwegian	Kirkwall
<i>Lusitania</i>	British	London
<i>Maud</i>	Norwegian	South Shields
<i>Mexicano</i>	Norwegian	Kirkwall
<i>Navajo</i>	United States	Kirkwall
<i>Navigator</i>	Norwegian	Gibraltar
<i>New Sweden</i>	Swedish	Newcastle
<i>Ogeechee</i>	United States	Stornoway
<i>Pacific</i>	Swedish	Leith
<i>Pennsylvania</i>	Danish	Newcastle
<i>Prins Frederik Hendrik</i>	Netherland	Falmouth
<i>Raven</i>	British	London
<i>Rio de la Plata</i>	Norwegian	Cardiff
<i>Romsdalsfjord</i>	Norwegian	Leith
<i>Salerno</i>	Norwegian	Ardrossan
<i>Sigurd</i>	Norwegian	Stornoway
<i>Sir Ernest Cassel</i>	Swedish	Kirkwall
<i>Sommelsdijk</i>	Netherland	London
<i>Sorland</i>	Norwegian	Kirkwall.
<i>Stavn</i>	Norwegian	Leith
<i>Stronsa</i>	Argentine	Queenstown
<i>United States</i>	Danish	Newcastle
<i>Uto</i>	Norwegian	Kirkwall
<i>York</i>	British	Hull
<i>Zamora</i>	Swedish	Barrow

Foreign Office, April 15, 1915.

VESSELS DETAINED OR CAPTURED AT SEA BY
HIS MAJESTY'S ARMED FORCES

(In continuation of previous notification published in the *L.G.*,
London Gazette of April 20, 1915.)

April 30,
1915.

List of Vessels

Name and Tonnage.	Nationality.	Where Detained.
<i>Macedonia</i> (4312)	German	Gibraltar.

DOCUMENTARY HISTORY—NAVAL

SHIPS WHOSE CARGOES, OR PART OF THEM,
HAVE BEEN DETAINED*List of Vessels*

Name of Vessel.	Nationality.	Cargo Detained at
<i>Anglia</i>	Swedish	Dundee
<i>Artemis</i>	Norwegian	Kirkwall
<i>Batavier II.</i>	Netherland	London
<i>Batavier III.</i>	Netherland	London
<i>Batavier IV.</i>	Netherland	London
<i>Cathay</i>	Danish	North Shields
<i>Christiansund</i>	Danish	London
<i>Edna</i>	Danish	Goole
<i>Euterpe</i>	Netherland	Falmouth
<i>Florida</i>	Danish	North Shields
<i>Georgia</i>	Swedish	Kirkwall
<i>Joseph W. Fordney</i>	American	Kirkwall
<i>L. P. Holmblad</i>	Danish	Falmouth
<i>Lijre</i>	Danish	Sharpness
<i>Louisiana</i>	Danish	Hull
<i>Monginevro</i>	Italian	Gibraltar
<i>Magne</i>	Swedish	London
<i>Nippon</i>	Swedish	North Shields
<i>N. J. Fiord</i>	Danish	London
<i>Oscar Fredrik</i>	Swedish	West Hartlepool
<i>Otto Sverdrup</i>	Norwegian	Kirkwall
<i>Spyros Vallianos</i>	Greek	Cardiff
<i>Stigstad</i>	Norwegian	Leith
<i>Tongking</i>	Danish	Hull
<i>Tranquebar</i>	Danish	Newcastle

Foreign Office, April 30, 1915.

ADMIRALTY MONTHLY ORDERS

200. DEFENCE OF THE REALM (CONSOLIDATION)
REGULATIONS, 1914—AMENDMENTS TO

The following amendments to the Defence of the Realm (Consolidation) Regulations, 1914, are promulgated for information and guidance. They will be included in Monthly Orders in due course:—

1. After Regulation 2 the following Regulation to be inserted :—

‘It shall be lawful for the Admiralty or Army Council to take possession of any unoccupied premises for the purpose of housing workmen employed in the production, storage, or transport of war material.’

2. At the end of Regulation 7 the following paragraph to be inserted :—

‘For the purpose of ascertaining the amount of the output of any such factory or workshop or any plant therein, the Admiralty or Army Council may require the occupier of any such factory or workshop, or any officer or servant of the occupier, or where the occupier is a company any director of the company, to furnish to the Admiralty or Army Council such particulars as to such output as they may direct, and if any such person fails to comply with any such requirements he shall be guilty of an offence against these Regulations.’

3. For Regulation 8 the following Regulation to be substituted :—

‘The Admiralty or Army Council may take possession of any factory or workshop or of any plant belonging thereto without taking possession of the factory or workshop itself, and may use the same for His Majesty’s naval or military service at such times and in such manner as the Admiralty or Army Council may consider necessary or expedient, and the occupier and every officer and servant of the occupier of the factory or workshop, and where the occupier is a company, every director of the company, shall obey the directions of the Admiralty or Army Council as to the uses of the factory or workshop or plant, and if he fails to do so shall be guilty of an offence against these Regulations.’

4. After Regulation 8 the following Regulation to be inserted :—

‘8A. It shall be lawful for the Admiralty or Army Council—

(a) to require any work in any factory or workshop to be done in accordance with the directions of the

Admiralty or Army Council, given with the object of making the factory or workshop or the plant or labour therein as useful as possible for the production of war material ;

- (b) to regulate or restrict the carrying on of work in any factory or workshop or remove the plant therefrom, with a view to increasing the production of war material in other factories or workshops ;

and the occupier and every officer and servant of the occupier of the factory or workshop, and where the occupier is a company, every director of the company, shall obey the directions, regulations, or restrictions of the Admiralty or Army Council so given, and if he fails to do so he shall be guilty of an offence against these Regulations.'

5. At the end of the first paragraph of Regulation 14, the following proviso to be inserted :—

' Provided that if the person with respect to whom it is proposed to make such an order as aforesaid undertakes to comply with such conditions as to reporting to the police, restriction on movements, or otherwise as may be imposed on him, the order may, instead of requiring him to cease to reside in any locality, authorise him to continue to reside therein if he complies with such conditions as to the matters aforesaid as may be specified in the order, and if any person in respect of whom such an order is made fails to comply with any such condition he shall be guilty of an offence against these Regulations.'

6. In Regulation 22, after the words ' without the written permission of the Postmaster-General ' insert the word ' make,' and after the words ' no person shall sell any such apparatus to any person who has not obtained such permission as aforesaid ' there shall be inserted the words ' and any person having in his possession or under his control any such apparatus, whether with or without the permission of the Postmaster-General, shall on demand deliver the apparatus to the Postmaster-General, or as he may direct.'

In the second paragraph of the same Regulation, after the

DOCUMENTARY HISTORY—NAVAL

words 'any apparatus for sending or receiving messages by telegraphy' the words 'wireless telegraphy' to be inserted.

7. For Regulation 24 the following Regulations, as from the 5th April 1915, to be substituted :—

'24. No person shall without lawful authority transmit (otherwise than through the post) or convey, to or from the United Kingdom, or receive or have in his possession for such transmission or conveyance, any letter or any written message for any other person, and if any person contravenes this provision he shall be guilty of an offence against these Regulations.'

'This Regulation shall not apply to "shipowners' letters" as defined by section thirty of the Post Office Act, 1908, nor to any other class of letters or written messages that may be for the time being exempted by order of the Secretary of State.

'24A. If any person sends from the United Kingdom, whether by post or otherwise, any letter or other document containing any matter written in any medium which is not visible unless subjected to heat or some other treatment, he shall be guilty of an offence against these Regulations.'

8. In Regulation 45 the following words to be inserted after the words 'has been duly issued' :—

'or allows any other person to have possession of any pass, permit, or passport issued to him, or applies to any building, structure, premises or vehicle, any lights, letters or marks, for the time being used to indicate that buildings, structures, premises, or vehicles, to which they are applied are used for naval or military purposes, or any lights, letters or marks, so nearly resembling the same as to be calculated to deceive.'

9. The following Regulation to be substituted for Regulation 56 :—

(1) Except as otherwise provided by this Regulation, a person alleged to be guilty of an offence against these Regulations may be tried either by court-martial, or by a civil court with a jury, or by a court of summary jurisdiction.

DOCUMENTARY HISTORY—NAVAL

- (2) Where a person is alleged to be guilty of an offence which is by these Regulations declared to be a summary offence he may be tried by a court of summary jurisdiction and not otherwise.
- (3) Where a person is alleged to be guilty of an offence other than an offence declared by these Regulations to be a summary offence, the case shall be referred to the competent naval or military authority who shall forthwith investigate the case and determine whether or not the case is to be proceeded with, and if it is to be proceeded with, whether or not it is an offence of such a minor character as can adequately be dealt with by a court of summary jurisdiction.
- (4) If it is determined that the case is not to be proceeded with, the alleged offender, if in custody, shall (unless he is detained on some other charge) forthwith be released.
- (5) If it is determined that the case is to be proceeded with, but that the offence is of such a minor character as aforesaid, the offender may be tried by a court of summary jurisdiction and not otherwise.
- (6) If it is determined that the case is to be proceeded with and that the offence is not of such a minor character as aforesaid, then—
 - (a) If the offender is a British subject and is not a person subject to the Naval Discipline Act or to military law, and he claims, in the manner hereinafter provided, to be tried by a civil court with a jury instead of being tried by a court-martial, the case shall be handed over, for the purposes of trial, to the civil authority ;
 - (b) If the offender, being a British subject, does not make any such claim, or if the offender is not a British subject or is a person subject to the Naval Discipline Act or to military law, the competent naval or military authority shall, subject to any general or special instructions given by the Admiralty or Army Council, order the case to be tried by court-martial, or, where in pursuance of such instructions the case is not to be tried by

DOCUMENTARY HISTORY—NAVAL

court-martial, shall order it to be handed over, for purposes of trial, to the civil authority.

- (7) Any case which is handed over to the civil authority may be tried by a civil court with a jury :

Provided that if on further investigation it appears to the prosecution that a case so handed over to the civil authority is of such a character as can be adequately dealt with by a court of summary jurisdiction, it may, if the Admiralty or Army Council consent, or in Scotland if the Lord Advocate after consultation with the Admiralty or Army Council so directs, be so dealt with.

- (8) For the purpose of enabling such a claim as aforesaid to be made, the competent naval or military authority shall, as soon as practicable after his arrest, give to the alleged offender notice in writing, in the form set out in Part I. of the Schedule to these Regulations, of the general nature of the charge and of his right (if he is a British subject and not a person subject to the Naval Discipline Act or to military law) to claim to be tried by a civil court with a jury instead of being tried by court-martial :

Provided that it shall not be necessary to give such a notice if the offence is an offence which is by these Regulations declared to be a summary offence or it has been determined that the offence is an offence of such a minor character as aforesaid.

- (9) A person to whom such a notice has been given may if he is a British subject and not a person subject to the Naval Discipline Act or to military law, within six clear days from the date when it was so given to him, claim to be tried by a civil court with a jury instead of being tried by court-martial by giving notice in writing to that effect to the competent naval or military authority in the form set out in Part II. of the Schedule to these Regulations.
- (10) If the alleged offender is in custody he shall, if he is to be tried by court-martial, be kept in or handed over to military custody, and, if he is to be tried

otherwise than by court-martial, be kept in or handed over to civil custody.

- (11) In England and Ireland offences against these Regulations shall not be prosecuted before a civil court with a jury except by or with the consent of the Attorney-General for England or Ireland, as the case may be, nor before a court of summary jurisdiction by any person, other than the competent naval or military authority or a person authorised by him, or an officer of police, an officer of customs and excise, or an aliens officer, except with the consent of the Attorney-General for England or Ireland, as the case may be.
- (12) For the purposes of this Regulation the expression 'British subject' includes a woman who has married an alien but who before marriage was a British subject.

10. After Regulation 56 the following Regulation to be inserted :—

56A. Any offence tried by a civil court with a jury shall be deemed to be a felony, and on conviction of the offender he shall be liable to such punishment as might have been inflicted under Regulation 57 if the case had been tried by a general court-martial.

When sentence of death is passed by such a civil court, the court may order the sentence to be executed in any manner in which a court-martial may order a sentence of death to be executed. If the manner in which the sentence is to be executed is by shooting, the court may direct that the offender be handed over to the military authority, and in such case the sentence shall be executed as if it had been passed by a court-martial, but in England shall not be carried into execution until after such time as is allowed by the Criminal Appeal Act, 1907, for giving notice of appeal or notice of application for leave to appeal under that Act, nor pending such appeal or application ; or in Scotland until after such date as may be specified in the sentence.

In England and Ireland a court of quarter sessions shall not have jurisdiction to try such a felony.

In Scotland the court having jurisdiction to try such a felony shall be the High Court of Justiciary.

For the purpose of the trial of a person for such a felony, the offence shall be deemed to have been committed either at the place in which the same actually was committed, or in any place in the United Kingdom in which the offender may be found, or to which he may be brought for the purpose of speedy trial.

11. In Regulation 57, after the figure '22' insert the figure '24.'

12. After Regulation 58 the following Regulation to be inserted :—

58A. Whenever His Majesty by Proclamation suspends the operation of section one of the Defence of the Realm (Amendment) Act, 1915, either generally or as respects any specified area, then, as respects all offences committed against these Regulations, or (as the case may be) all such offences committed within the specified area, so much of Regulation 56 as relates to trial by a civil court with a jury, and in particular paragraphs (6) to (10) thereof, shall, so long as the Proclamation remains in force, cease to have effect, without prejudice however to any proceedings under the said section which may be pending at the date of the issue of such Proclamation, and in lieu of the said paragraphs, the following provision shall have effect :—

' If it is determined that the case is to be proceeded with and that the offence is not of such a minor character as aforesaid, the case may be tried by court-martial, and notwithstanding anything in Regulation 57 a field general court-martial convened by an officer authorised to convene such a court-martial shall have the like jurisdiction to deal with the case as in the last-mentioned Regulation is conferred on a general court-martial.'

13. At the end of Regulation 62 the following paragraph to be inserted :—

' For the purposes of these Regulations, the expression "war material" includes arms, ammunitions, warlike

stores and equipment, and everything required for or in connection with the production thereof.'

14. The amendments specified in the Second Schedule to these Regulations, which relate to minor details, to be made in the Regulations specified in the first column of the Schedule.

15. The First Schedule hereinafter set forth at the end of the Regulations to be inserted as a Schedule.

SCHEDULES

FIRST SCHEDULE

PART I

Form of Notice to be given to an Alleged Offender

(a) Here insert name of alleged offender. To (a) You are hereby informed that the general nature of the charge against you is (b)

(b) Here state general nature of the charge. If you are a British subject [or *in the case of a woman who has married an alien* were before marriage to an alien a British subject] and are not a person subject to the Naval Discipline Act or to military law you are entitled to claim to be tried upon the said charge[s] by a civil court with a jury [or in Scotland by the High Court of Justiciary] instead of by a court-martial.

If you are entitled and wish to make such a claim you must sign the form appended hereto and send it within six clear days from the receipt of this notice to the competent naval or military authority at the address designated below.

Dated the _____ day of _____ 1915.

Signature _____

Competent naval or military
authority.

Address (c) _____

(c) Here insert address to which the claim is to be sent.

N.B.—The competent naval or military authority should cause a record to be made of the date when this notice is received by the alleged offender.

DOCUMENTARY HISTORY—NAVAL

PART II

Form of Claim to be appended to the Notice in Part I

(a) The address of the competent naval or military authority should be here inserted.

(a) To the competent naval or military authority at I, _____, am a British subject [was before my marriage to an alien a British subject] and am not a person subject to the Naval Discipline Act or to military law, and I claim to be tried for the said offence by a civil court with a jury [or in Scotland by the High Court of Justiciary] instead of by a court-martial.

Signed _____

This claim may be sent by registered post, or if you are in custody by delivering it to the person in whose custody you are.

The competent naval or military authority should cause a record to be made of the date when the claim is given to him.

SECOND SCHEDULE

MINOR AMENDMENTS

- Regulation 12 . The word 'resident' shall be omitted.
- Regulation 29 . At end; insert the following paragraph: 'No person shall trespass on any work of defence, arsenal, factory, dockyard, ship, telegraph, or signalling station or office, belonging to, or used for the service of, His Majesty, and if he does so he shall be guilty of an offence against these Regulations.'
- Regulation 30 . For the words 'or sale' there shall be substituted the words 'sale, transfer, or disposal,' after the word 'sells' there shall be inserted the words 'transfers or disposes of,' and after the word 'sale' where it secondly occurs there shall be inserted the words 'transfer or disposal.'
- Regulation 41 . After the words 'or other official uniform,' there shall be inserted 'or any badge supplied or authorised by the Admiralty or Army Council.' For the words 'any uniform,' there shall be substituted 'any uniform or badge.' For the words 'any such uniform,' there shall be substituted 'any such uniform or badge.' After the words 'a member of His Majesty's Forces,' there shall be inserted 'or any such

- badge as aforesaid to any person not authorised to wear the same.'
- Regulation 43 . After the words 'shall obstruct,' there shall be inserted the words 'knowingly mislead.'
- Regulation 45 . . After the word 'document,' where that word first occurs, there shall be inserted the words 'or any passport,' and after the word 'document,' where it secondly and thirdly occurs, there shall be inserted the words 'or passport.'
- Regulation 46 . For the words 'is found' there shall be substituted the words 'is or has been found.'
- Regulation 49 . After the word 'knows' there shall be inserted the words 'or has good reason for believing.'
- Regulation 54 . The words 'unless satisfied that they are of an innocent nature' shall be omitted.

201. ENGINEERING—SPECIALISATION IN

During hostilities Officers may volunteer to specialise in Engineering *before* they have obtained an Engine-Room watchkeeping certificate, provided they hold a Deck watchkeeping certificate. Officers provisionally selected under these conditions will be specially detailed for Engine-Room duty as soon as possible after selection, in order that they may obtain the necessary certificate prior to being appointed as part Engine-Room staff in H.M. Ships.

202. PROBATIONARY AND TEMPORARY SECOND LIEUTENANTS, R.M.—INCREASE OF PAY

The following increased rates of pay have been authorised for Probationary and Temporary Second Lieutenant, R.M., during the present hostilities, viz. :—

- Probationary Second Lieutenants, R.M.,
when embarked or appointed to Royal
Marine Brigades or Batteries . . . 7s. 6d. a day.
(As from 1st August 1914.)
- Temporary Second Lieutenants, R.M. 7s. 6d. a day.
(As from 24th November 1914.)
- Ditto on promotion to Lieutenant . . . 8s. 6d. a day.

NOTE.—The 8s. 6d. rate of pay for Lieutenants, R.M., only applicable to Officers entered for temporary service.

Probationary Second Lieutenants on advancement to the rank of Lieutenant should continue to be paid at the rate of 7s. 6d. a day.

203. PROMOTION OF MATES TO LIEUTENANT

In the case of Warrant Officers selected to qualify for Mate, it has been decided that service in Warrant rank shall be taken into consideration in determining the date of promotion to Lieutenant.

Warrant Officers may, at the discretion of their Lordships, be allowed one month's acceleration of promotion to Lieutenant for each complete three months' service in Warrant rank at the date of appointment to undergo the qualifying courses, in addition to such acceleration as may be gained in respect of marks obtained for certificates in accordance with the scale laid down in Article 266, Clause 6, of the King's Regulations and Admiralty Instructions. The maximum acceleration will, however, be limited to 12 months as at present, *i.e.*, the earliest date at which it will be possible to obtain promotion will be two years from date of seniority as Mate.

This arrangement will be retrospective, and will apply to all Mates selected since the institution of the scheme.

It should be clearly understood that accelerated promotion to Lieutenant, whether in respect of classes of certificates or of previous service as Warrant Officer, is subject to the officer being recommended from sea.

Such recommendations should be forwarded as soon as possible in the case of Mates who are now eligible for promotion under this Order.

204. R.N.R. OFFICERS IN THE AUXILIARY PATROL SERVICE—NAVIGATING ALLOWANCE

The last paragraph of the note to M.O. 116/1915 cancelled.

Royal Naval Reserve Officers employed on Navigating duties in the Auxiliary Patrol Service who hold a deep-sea Mate's or Second Mate's Certificate may now be paid Navigating Allowance at the rate of 2s. a day from date of commencing duty, or from the date on which payment was suspended under the previous orders.

The Allowance is not, however, payable to Officers receiving an inclusive rate of Mercantile pay.

The names of Officers paid Navigating Allowance under the authority of this Order should be reported to the Accountant-General.

205. R.N.R. OFFICERS—EXAMINATION FOR MERCANTILE MARINE CERTIFICATES WHILST ON ACTIVE SERVICE

A Midshipman R.N.R. on Active Service in the Royal Navy who becomes eligible by service to sit for a Second Mate's certificate will be considered as qualified for Second Mate from the date he becomes eligible for examination and will be promoted to Acting Sub-Lieutenant (Acting), R.N.R., provided he is otherwise qualified.

If so promoted his time will then reckon for a First Mate's certificate, and he will be considered as qualified for First Mate when he becomes eligible by service to take the examination for such certificate. Similarly his time will then reckon for a Master's certificate, and he will be considered as qualified for Master when he becomes eligible by service to take the examination for that certificate.

This principle will apply equally to other R.N.R. Officers on Active Service who, already holding certificates as Second or First Mate, become eligible by service for examination for a certificate of higher grade.

If the examinations for the foregoing certificates are passed at dates not remote from the date of completion of Active Service in the Royal Navy, the certificates will be antedated to the dates when the periods of service for examination were completed in each case.

No certificate will, however, be antedated to a date prior to that on which the Officer was called out for Active Service.

206. SUB-LIEUTENANTS AND MIDSHIPMEN, R.N.R.—PROMOTION

As Officers of the Royal Naval Reserve have at present no opportunity of being examined for higher Board of Trade certificates, acting appointments in higher rank will be granted during the period of hostilities to Officers having the following qualifications :—

Sub-Lieutenants, Temporary Sub-Lieutenants, and Acting

Sub-Lieutenants holding First Mate's certificates will be considered eligible for the acting rank of Lieutenant provided they have completed the service required by the Board of Trade to qualify them to sit for a Master's certificate, and that they are recommended by their Commanding Officers after at least six months' Active Service.

Midshipmen and Temporary Midshipmen will be considered eligible for the 'acting' rank of Acting Sub-Lieutenant provided they hold a Second Mate's certificate, *or* have completed the sea service required by the Board of Trade to qualify them to sit for Second Mate, are recommended by their Commanding Officers after at least 28 days' sea service, and have reached the age of twenty-one years.

To distinguish between Officers holding the substantive rank of Acting Sub-Lieutenant and those granted acting rank under this order, the latter will be designated Acting Sub-Lieutenant (acting) and Temporary Acting Sub-Lieutenant (acting); their names will continue to appear in the *Navy List* in their substantive rank.

Officers eligible for promotion under these conditions should apply to the Register-General of Shipping and Seamen on a manuscript form of which a specimen is given below. This form should not however be used by Midshipmen, R.N.R., who already hold a Second Mate's certificate. In these cases the Commanding Officer should apply for the promotion by letter, in the usual way.

No Officers will be promoted unless they are recommended by their Commanding Officer, who should state whether they are recommended or not.

These arrangements apply only to R.N.R. Officers of the above ranks who have been entered for General Service.

Specimen Form of Application

APPLICATION by a Royal Naval Reserve Officer on Active Service in the Royal Navy to be considered qualified to

sit for Examination for a $\left\{ \begin{array}{l} \text{2nd Mate's} \\ \text{1st Mate's} \\ \text{Master's} \end{array} \right\}$ Certificate of

Competency, with a view to being granted Acting rank in the Royal Naval Reserve.

DOCUMENTARY HISTORY—NAVAL

A

Particulars of Officer and Certificate

Name of Candidate in Full.	Date of Birth.	Particulars of any Board of Trade Certificate held.	Certificate for which he wishes to be considered eligible to be examined.	Particulars of any Failure in an Examination for the Certificate.

B

Complete List of Testimonials and Full Statement of Service from first going to Sea, or from Date of present Certificate (including Time served in Training Ships). Indentures; Continuous Discharge Book, or other Certificates of Discharge, must be forwarded with Testimonials.

Ship's Name.	Official Number.	Capacity.	From.	To.	Years.	Mos.	Days.	Trade in which employed.	Initials of Verifier.
Total service at sea,									

C

Declaration to be made by Applicant

I hereby declare that the particulars contained in Divisions A and B of this Form are correct and true to the best of my knowledge and belief, and that the papers enumerated in Division B, and sent with this Form, are true and genuine documents, given and signed by the persons whose names appear on them. I further declare that the statement B con-

tains a true and correct account of the whole of my services without exception.

Dated this _____, _____.

Signature of Candidate _____

H.M. Ship in which serving _____

Signed in the presence of _____

Sea Service Qualifications Required

Second Mate.—Must have served four years at sea. Half the time served on board a Training Ship will be allowed to count as service at sea, provided that a satisfactory Certificate is obtained.

First Mate.—A Candidate must have served five years at sea. Of this time one year must have been served in a capacity not lower than Fourth Mate of a Foreign-going Vessel whilst holding a Second Mate's Certificate for Foreign-going Vessels. If this service was as Third or Fourth Mate proof will be required that he had during the whole year charge of a Watch ; or one year and a half must have been served with a Second Mate's Certificate for Foreign-going Vessels, or with a Mate's Certificate for Home Trade Passenger Ships in a capacity not lower than Only Mate of a Home Trade or Coasting Vessel ; or one year must have been served as Pilot with a First-Class Pilot's Certificate.

Master.—A Candidate must have served six years at sea, of which one year, if in Foreign-going Vessels, or eighteen months if in Home Trade or Coasting Vessels, must have been in a capacity not lower than Only Mate whilst holding a Certificate not lower than Only Mate for Foreign-going Vessels ; and if this service was not performed with a First Mate's Certificate for Foreign-going Vessels, the Candidate will also be required to prove the Officer's Service prescribed for that grade ; or

He must have served six and a half years at sea, one year of which must have been in a capacity not lower than Second Mate of a Foreign-going Vessel whilst holding a First Mate's Certificate for Foreign-going Vessels, provided that if this service was performed under an Additional or Auxiliary First Mate it will only be accepted if a Third and Fourth Mate were

also carried, and one year and a half not lower than Third or Fourth Mate of a Foreign-going Vessel, in charge of a Watch, whilst holding a Second Mate's Certificate for Foreign-going Vessels.

NOTE.—Sub-Lieutenants and Acting Sub-Lieutenants, R.N.R., who perform good service in H.M. Ships, will, if well reported upon, be allowed to count such service as if it had been performed in Foreign-going ships, and it will rank according to the Certificate of Competency held at the time or deemed to be held at the time under this order. Midshipmen, R.N.R., who serve in H.M. Ships may count such service only as sea-service for a Certificate as Second Mate.

208. DENTAL SURGEONS, R.N.V.R.—UNIFORM

Dental Surgeons in the Royal Navy Volunteer Reserve will wear the uniform of Surgeons, R.N.V.R.

209. UNIFORM

In pursuance of His Majesty's pleasure, the Ribbons of the following Orders are not to be worn with Undress Uniform :—

The Order of the Garter.

The Order of the Thistle.

The Order of St. Patrick.

The Order of Merit.

210. ADVANCEMENT TO PETTY OFFICER WITHOUT EDUCATIONAL TEST

When the Educational Test is suspended, as allowed by M.O. 90/1914, Leading Rates who have passed professionally and are otherwise qualified for the higher rating, under the Regulations, may be considered eligible for advancement to Petty Officer (N.S.).

214. R.M. BAND RANKS AND BUGLERS—EFFICIENCY AND MUSICAL PROFICIENCY ALLOWANCES, AND FIRE CONTROL

During the period of hostilities—

- (i.) Efficiency allowance may be paid to Band Ranks and Buglers not in possession of a certificate of education, provided that they have the other qualifications required by the Regulations, and their

DOCUMENTARY HISTORY—NAVAL

Commanding Officers are satisfied that the men are educationally competent to perform their duties.

- (ii.) Band Ranks and Buglers may be examined for Musical Proficiency Allowance by the Bandmaster of the Flagship of the Squadron in which they are serving.

Any particular Fire Control Instrument for which a Band Rank shows a marked aptitude is to be noted on his Musical and Drill History Sheet. Existing Regulations already provide for ability at Fire Control Instruments generally to be noted on the History Sheet.

218. R.N.R. MEN LENT TO TRAWLER SECTION

R.N.R. men who are lent to the Trawler Section for the period of the war, when no longer required in that Section, will revert to the R.N.R. proper.

They are to receive the difference of pay between their present ratings and the ratings to which they are transferred, but they are not to be paid Hardying Money nor charge pay for charge of engines. They will continue to remain in their proper R.N.R. ratings, retaining their existing privileges as to pension or gratuity, and are not to be kitted up as Trawler Reserve men.

They are to be shown on Ships' Books, Certificate Books, etc., as 'doing duty as 2nd Hand, or Engineman,' as the case may be, and whilst so lent, are not to be regarded as available for draft in their proper R.N.R. rating, but in their acting Trawler Reserve rating.

The Regulations do not admit of their permanent transfer to the Trawler Section.

222. COASTGUARD RATINGS SPECIALLY ADVANCED
AFLOAT

As in the ordinary course of events men of the Coastguard who are embarked in the Fleet revert on disembarkation to the ratings held by them in the Coastguard, a special notification is to be made to the Admiral Commanding Coastguard and Reserves in the case of such ratings who may be specially advanced in active service rates afloat, for gallantry in action or other meritorious service, in order that the men may not lose the benefits thus gained on return to the Coastguard. These

reports should contain particulars of the circumstances in which the men were specially advanced and should also state the men's names, official number, ship and Coastguard Station to which they belong.

All such special advancements, whether made in vacancies or in addition to complement, are to be reported, but ordinary advancements of Coastguard ratings in vacancies need not be reported.

223. MERCANTILE RATINGS—CLOTHING GRATUITIES

Armed Mercantile Fleet Auxiliaries

With reference to Appendix III. of the Instructions regarding Mercantile Fleet Auxiliaries showing the scale of Clothing or Allowances in lieu to Mercantile ratings in Armed Auxiliaries, it has been decided that ratings who re-engage at the expiration of their period of engagement shall be credited with clothing gratuities as follows, to enable them to renew their Kits :—

	£	s.	d.
Men not dressed as Seamen	2	0	0
Men dressed as Seamen	1	10	0
Officers' Stewards and Cooks	1	10	0

These allowances should be paid at the expiration of every six months in the case of men who have engaged for the period of the war. When it is necessary for mercantile ratings on Armed Auxiliaries to provide themselves with White Clothing, owing to the vessels being employed on Foreign Stations, they may be credited with the following additional gratuities for the purpose of the first supply and again on re-engagement or at the expiration of every six months if the ship is still serving abroad :—

Men not dressed as Seamen	15s.
Men dressed as Seamen	10s.

A certificate is to be furnished by the Commanding Officer on each occasion that the white clothing is necessary.

225. ALLOTMENTS AND SEPARATION ALLOWANCE OF MEN UNDERGOING DETENTION OR IN DEBT

In cases of men undergoing sentences of detention, the following allotments will be permitted during the period of detention, viz. :—

DOCUMENTARY HISTORY—NAVAL

5s. a week to wives or
2s. 6d. a week to other dependants,
provided that the sum so allotted will allow of the extinction of the debt by the end of three months from the date on which pay ceases. If the sentence is of such length that this is not possible the allotment must cease temporarily, but the Separation Allowance will in any event be continued for the period of detention.

On the man's return from detention steps should be taken as early as possible to renew the allotment if it has ceased or to restore it to the original figure if it has been reduced.

As the rate of Separation Allowance to a dependant (M.O. 271/1914) is governed partly by the amount of the allotment, it may be necessary in some cases to reduce the allowance if the allotment is not at a reasonably early date restored to the full amount in force prior to the detention.

These rules will apply also to men in debt from any other cause; and any cases in which it is necessary to reduce an allotment below the rates stated above in order to avoid a debt, which could not be liquidated within three months, should be reported individually to the Accountant-General.

In the case of Royal Naval Reserve men in debt, or in detention, if the total sum (including retainer) that can be allotted, so as to work off the debt in three months' time, is only £1 a month (5s. a week), the allotment of 10s. to the Savings Bank should continue, and the allotment of the other 10s. (2s. 6d. a week) to the man's wife and children will still be allowed to carry Separation Allowance.

If he is allotting the whole of his retainer to the Savings Bank this allotment should be reduced to 10s. before the allotment to his wife is reduced. If he is allotting to the Savings Bank only, the allotment should continue at the rate of £1 a month.

226. ALLOTMENTS—WEEKLY PAYMENT OF

On and after the 8th April 1915, Allotments of Seamen and Marines will, with certain exceptions, be paid weekly instead of monthly.

As time does not permit of the men executing fresh allotments at weekly rates, a scale of transfer has been laid down: and since the inception of such a scheme produces inevitably

a number of difficulties Accountant Officers are confidently relied upon to assist in minimising them as far as possible by studying carefully the directions which follow :—

I.—*Cases where Payment will be made Weekly*

All monthly Allotments of Seamen and Marines will be paid weekly when they are in favour of wives, relatives, or friends.

II.—*Cases where Payment will continue to be made Monthly*

The following Allotments will be paid monthly :—

- (1) All Allotments of Officers (including Warrant Officers whose Allotments will in future be paid by Navy Bill instead of by Money Order).
- (2) Allotments of Seamen and Marines in favour of tradesmen.
- (3) Allotments of Seamen and Marines to Naval Savings Bank.
- (4) Allotments payable outside the United Kingdom, the Isle of Man, the Channel Islands, Malta or Gibraltar. These foreign allotments although paid *monthly* will be calculated on a *weekly* basis, and ledger charges should be made on the *weekly* system.

To enable Accountant Officers to ascertain which Allotments of Men are to be paid weekly or monthly, it will be necessary for them to re-examine all Allotments made out in the Ship, and in the case of those transferred from other Ships to question the men as to the Allottee. If any doubt is felt as to the latter, lists may be forwarded to the Accountant-General of the Navy for decision as to whether the amount remains a Monthly Allotment or is to be converted into a Weekly rate.

III.—*Rates of Weekly Allotment*

Every Monthly Allotment which comes under the above heading for conversion to a weekly rate will be so converted in accordance with the following scale, and no revision of the equivalent rates of that scale will be undertaken until six months are passed from the inception of the scheme. The

DOCUMENTARY HISTORY—NAVAL

appropriate weekly rate is to be inserted in the Ledger for Midsummer Quarter 1915, commencing 8th April 1915, and is to be distinguished by the letter 'W.' Such Allotments as still remain monthly on the Men's section of the Ledger are to be designated 'M.'

Present Monthly Rate.		Weekly Rate.
4s.	and under 5s. 6d.	1s.
5s. 6d.	" 8s.	1s. 6d.
8s.	" 10s.	2s.
10s.	" 12s.	2s. 6d.
12s.	" 14s.	3s.
14s.	" 16s.	3s. 6d.
16s.	" 18s.	4s.
18s.	" 20s.	4s. 6d.
20s.	" 23s.	5s.
23s.	" 25s.	5s. 6d.
25s.	" 27s.	6s.
27s.	" 29s.	6s. 6d.
29s.	" 31s.	7s.
31s.	" 33s.	7s. 6d.
33s.	" 36s.	8s.
36s.	" 38s.	8s. 6d.
38s.	" 40s.	9s.
40s.	" 42s.	9s. 6d.
42s.	" 44s.	10s.
44s.	" 46s.	10s. 6d.
46s.	" 50s.	11s.
50s.	" 55s.	12s.
55s.	" 59s.	13s.
59s.	" 63s.	14s.
63s.	" 68s.	15s.
68s.	" 72s.	16s.
72s.	" 76s.	17s.
76s.	" 81s.	18s.
81s.	" 85s.	19s.
85s.	" 92s.	20s.
92s.	" 100s.	22s.
100s.	" 106s.	24s.
106s.	" 110s.	25s.
110s.	" 118s.	26s.

DOCUMENTARY HISTORY—NAVAL

Present Monthly Rate.				Weekly Rate.
118s.	and under	126s.	.	28s.
126s.	„	135s.	.	30s.
135s.	„	144s.	.	32s.
144s.	„	149s.	.	34s.
149s.	„	154s.	.	35s.
154s.	„	161s.	.	36s.
161s.	„	170s.	.	38s.
170s.	„	178s.	.	40s.
178s.	„	187s.	.	42s.
187s.	„	196s.	.	44s.
196s.	„	205s.	.	46s.
205s.	„	215s.	.	48s.
215s.	„	—	.	50s.

IV.—*Method of Payment*

Payment will be made weekly on Thursdays, commencing 8th April 1915, by means of Postal Drafts, on the Allottee presenting his or her identity certificate at the Post Office required. Each Allottee will receive a fresh identity certificate. In cases where Separation Allowance is being paid, the two payments (Allotment and Separation Allowance) will be combined in a single draft. Each Allottee in such cases will receive with the new Identity Certificate a statement showing the amount which will be paid each week in respect of both payments.

For the information of men whose Allottees do not desire to draw their money weekly, it may be stated that it will not be necessary to attend weekly at the Post Offices, but that less frequent attendance, when several drafts can be cashed at the same time, will be permissible.

The books of Postal Drafts will not be sent to the Allottee, but will be in the hands of the Postmaster of the local Post Office. Payment may be made at any Post Office, and will not be restricted to Money Order Offices. When an Allottee wishes to receive payment at an Office other than that named in the Identity Certificate, this can be arranged without reference to the Admiralty, by filling up a 'Change of Office' Form, to be obtained at the Office named on the Identity Certificate.

V.—*Charges on Ledger*

Monthly Allotments are to continue to be shown as at present on Ship's Ledger, except that on the men's section they are to be designated 'M.'

Weekly Allotments designated 'W' are to be charged on the Ledger as *from and including Thursday the 8th April 1915*, in quarterly sums, the charge in each case being determined by the number of Thursdays as from and including that date, on which the Allotment is borne on the books of the ship during the quarter.

When effecting payment of wages to Allotments or closing accounts on discharge, care is to be taken that all necessary charges for Allotment have been taken into account.

VI.—*Institution of New Allotments*

New Allotments may be declared to commence on any Thursday, and charges are to commence on that Thursday. The date of commencement is to be shown in the declaration list (Forms S. 63 and S. 63A). In case of first entries other than Boys, into the Navy, should the entry take place on a Thursday, Friday, or Saturday, the Allotment may be declared if desired as from the Thursday following; but if the entry takes place on any other day of the week, the Allotment can only be declared from the *second* Thursday after entry. As regards Boys, similar instructions will apply at the expiration of three months' training. The rate allowable should be that permitted by the King's Regulations, converted into a weekly rate in accordance with the scale herein.

VII.—*Changes in existing Allotments*

Changes in rate of weekly Allotment during the first three months of the system are generally to be discouraged, except for the following reasons:—

(a) increase due to promotion or rise in pay;

(b) decrease due to state of man's Account.

(New Allotments or Changes of *Allottee* are of course permissible.)

As far as possible changes should coincide, at any rate at first, with the commencing date of each quarter, which in the case of Michaelmas and Christmas Quarters next will be the

8th July and 7th October 1915 respectively. It is desirable, however, that changes intended to be made on those dates should be notified to the Admiralty as far in advance as possible. Thereafter the change may take place on any Thursday.

VIII.—*Transfers*

On the transference of an Allotment to another Ship or Depot, the Allotment is to be shown on the Transfer List with the designation of 'M' or 'W,' and with the month, or the last Thursday to which Ledger charges have been made, according as the Allotment is Monthly or Weekly.

In the case of a man who does not allot, the word 'nil' is to be entered in the Allotment column of the transfer list. In the absence of this notation or of particulars of a weekly or monthly Allotment, immediate reference is to be made to the man's previous ship. If a man has both a weekly and a monthly allotment in force, it is desirable that special care should be taken in the insertion of particulars on the transfer list.

IX.—*Stoppage*

On stoppage of payment becoming necessary for any purpose other than death, *e.g.*, when leave is overstayed or there is reason to suspect desertion, the Accountant-General of the Navy or the Commandant of the Royal Marine Division concerned is to be informed at once by a special reference sheet, or by telegram, if there is any probability that the information will not arrive in time to prevent the next payment. In case of death the statement as to allotment should be included in the telegram required by Article 575 (2) of the King's Regulations. In any case details of the allotment should be furnished on Form S. 54 or Form S. 54A.

X.—*Authorities for Issuing Payment*

Payments will be issued by the Accountant-General of the Navy in the case of seamen, and by the Commandants of the R.M. Divisions in case of Marines, whether serving ashore or afloat. Any declarations, therefore, by men of the Royal Marines subsequent to the 1st April 1915 should be forwarded on separate lists (Forms S. 63A and S. 63C) to the men's respective divisions.

The arrangements as regards payment of Allotments of Marine Officers and Monthly Allotments of Marines to tradesmen remain unaltered.

XI.—Forms

The following Forms have been revised or instituted for notification of the different classes of allotment, and supplies may be demanded of the Superintendent, R.N. Store Depot, West India Docks :—

Allotments.	Declaration.	Stoppage.
	Form.	Form.
Weekly—Naval ratings	S. 63	S. 54
Weekly—Marines	S. 63A	S. 54A
Monthly—Officers and Naval ratings	S. 63B	S. 54B
Monthly—Marines	S. 63C	S. 54C

All forms for declaration and stoppage of allotments of men of the Royal Marines should be sent direct to the respective Marine Divisions.

The existing stocks of Forms S. 63 and S. 54 will become obsolete on receipt of supplies of the new forms.

XII.—General

In communicating with R.M. Divisions respecting the allotments of Royal Marines, and on forms in connection therewith, the Marines' Division and Register No. is to be used in the case of pensioners and Royal Fleet Reserve men as well as active service ratings. The R.F.R. No. is also to be shown in the case of men of the R.F.R.

Other questions of detail should be governed by Articles 1618-1627 of the King's Regulations, but any question of doubt arising out of the change of system should be referred to the Accountant-General.

Care should be taken that the men understand the change. The scale of transfer of monthly to weekly payments together with a statement of any points herein which it is desirable that the men should have a clear knowledge of, should be posted on the lower deck.

230. RAILWAY WARRANTS—AUTHORISED FORMS TO BE USED

A number of cases have recently occurred in which railway warrants have been issued on unauthorised forms. This course has led to difficulties with the Railway Companies, and care is accordingly to be taken that only the authorised forms of warrant are used, except in cases of special emergency, when it may not have been possible to obtain supplies of the proper forms.

The following are the authorised forms in use :—

Forms of Warrant for which Tickets are issued without Payment

No. of Form.	For issue to.
(a) A.G. 800 . . .	Officers and men travelling at the public expense.
(b) A.G. 844 . . .	Officers and men who are chargeable with the cost of their conveyance.

Forms of Application for Cheap Tickets, to be paid for at the time of Booking

No. of Form.	For issue to.
(a) Army Form O. 1799	Officers proceeding on leave at their own expense.
(b) Army Form O. 1800	Men proceeding on leave at their own expense.
(c) A.G. 866 . . .	Nursing sisters proceeding on leave at their own expense ; also to the wives and families of seamen and marines.

Supplies can be obtained in each case from the Accountant-General of the Navy.

(M.O. 180/1915 is cancelled.)

231. TRAVELLING FACILITIES WHEN PROCEEDING ON
LEAVE

The concession of free railway warrants to men proceeding on leave when their ships have come into dock for refit or repair, provided that the ship has not come into her own home port, is, in the case of men serving in Trawlers and Drifters, only to be granted in connection with the six-monthly docking authorised in M.O. 48/1915.

232. BODIES OF DECEASED WARRANT OFFICERS AND
MEN—FREE CONVEYANCE

In continuation of M.O. 97/1915, it has now been arranged that a form (a copy of which is printed below) is to be transmitted to the Stationmasters of the controlled Railway Companies in Great Britain with each order for the conveyance of the bodies of Warrant Officers, Non-commissioned Officers, or men in the Naval Forces of the Crown or in the Royal Marines, who are killed or die of wounds or disease attributable to the War, from the place of death to the home of the deceased in cases in which the relatives express a wish to this effect. These forms are issued in lieu of payment of the usual railway charges.

A supply of the forms will be forwarded to Senior Naval Officers round the Coast and to Senior Medical Officers of Royal Naval Hospitals and Hospital Ships.

Specimen Form

This form to be used for the conveyance within the United Kingdom of the body of a Warrant Officer, Non-commissioned Officer, or Man in the Naval Forces of the Crown or in the Royal Marines who is killed or has died of wounds or disease attributable to the War.

_____ 1915.

To the Station Master at _____

Please arrange for the conveyance of the body of
_____ Rank or Rating _____

Official Number _____ H.M.S. _____
to _____.

Certified that the deceased was a member of the Naval

or Marine Forces of the Crown, and that the charge for conveyance is admissible against Public Funds.

Senior Naval Officer,
or Senior Medical Officer, R.N. Hospital
or Hospital Ship, or Surgeon and
Agent, Naval Sick Quarters.

235. INSURANCE OF OFFICERS' MESS STOCK

In view of Note 6 to Appendix VIII. and Clause 4 of Article 845 of the King's Regulations, no compensation is payable from public funds in respect to loss of or damage to Mess Stock, but in order to protect Officers, Mess Committees, and Messmen from such losses on board H.M. Ships during the present hostilities it has been arranged that facilities for the insurance of these stores shall be granted by the War Risks Insurance Committee under the Government Scheme, irrespective of whether the stores are on board at the risk of the Officers themselves, or the Mess Committees, or of individual Stewards or Messmen.

(1) The stores in question are those for—

- (a) Admirals' and Captains' Tables.
- (b) Ward Room Messes.
- (c) Gun Room Messes.
- (d) Warrant Officers' Messes.

They might include Wines and Spirits actually bought and paid for, but no stores at the risk of Tradesmen.

(2) An Insurance Certificate, to remain in force during the term of the present hostilities, but not exceeding twelve months from the date of issue, will be granted by the War Risks Insurance Office at a premium of £4, 4s. per cent., net.

(3) The amount to be insured may be, in the case of Stores for the Admirals' and Captains' Tables, such sum as shall be by the Officers determined.

In all the other cases the maximum insurable shall be £150, but in determining the amount to be insured, this should not be higher than is shown by the Quarterly Audit Statement. This statement, or a copy of it, to be open to the inspection of the War Risks Insurance Office either before insurance or, in

the event of a claim under the policy, as the Office may require.

(4) The risks insured against shall be conjointly those of war and of perils of the sea, both as in Lloyd's policy defined.

Whatever the sum insured, only the amount of the loss actually sustained shall be made good, but in no case to exceed the amount of the Insurance Certificate.

(5) In the event of loss or claim, it will rest with the claimants to place before the War Risks Insurance Office such particulars or documentary evidences as the facts may require.

(6) Where the insurance is effected by a steward or messman, it shall be deemed to include cash in hand at the time of the loss. Credit must be given by him for stores saved, if any, and for cash proceeds saved or previously remitted, if any, as well as for the amount of any debts recoverable from Officers surviving after the loss. In the event of the loss of the vessel causing also the death of the steward or messman, the War Risks Insurance Office shall make good the full amount of the loss, up to the sum insured, credit being given for cash proceeds and value of stores, if any, not lost, and for any proceeds previously received and remitted by him.

In any case not provided for in the foregoing, the War Risks Insurance Office shall make good the amount of loss actually sustained, up to, but in no case exceeding, the sum insured.

(7) In the case of Messes the Insurance should be effected in the names of one or more members of the Committee or of the Steward or Messman, in order that the War Risks Insurance Committee may be aware who is entitled to claim the insurance on behalf of those who have sustained loss.

(8) Care should be taken to comply with the provisions of Article 845, Clause 4, for the payment of all mess debts.

(9) Applications for insurance, marked 'Mess Stock Insurance,' should be addressed to—

The Secretary,
War Risks Insurance Office,
33-36 King William Street,
London, E.C.

A remittance for the amount of the premium, calculated at £4, 4s. per cent. on the sum to be insured, must accompany the application.

Applications must state :—

- (1) Name of applicant.
- (2) His rank or description.
- (3) Name of the ship carrying the stock to be insured.
- (4) Description of the stock, *i.e.*, whether (a), (b), (c), or (d), as defined in Clause I.
- (5) Sum to be insured.
- (6) Amount of premium thereon, calculated as above.
- (7) Form of remittance (Cheque, Postal Order, etc.).

N.B.—In the absence of other request, the Insurance Certificate will be forwarded to the sender of the remittance. The date of the Insurance Certificate will be that of the receipt of the remittance.

244. EXTRA WAR EMERGENCY COMFORTS FOR SUBMARINES

(1) It has been decided to provide supplies of the following special articles of Provisions for issue to the Crews of Submarines on long distance trips, with a view to enabling the men to obtain a more liberal and varied dietary than is necessary in ordinary circumstances :—

Tinned Sausages.	Bottled Fruits (Plums, Gooseberries,
„ Bacon.	and Cherries).
„ Sardines.	Tinned Vegetables (Green Peas and
	French Beans *).

(2) These articles will be known as Extra War Emergency Comforts, and their issue is to be at the discretion of the Commanding Officer and in addition to the present Service Emergency Ration and the Victualling Allowance of 1s. 1d. a day.

(3) Supplies are to be drawn from the Depot Ship by Boats proceeding for a cruise of twenty-four hours or over, and the occasions on which these Comforts are issued during the cruise together with the quantities served out as rations, will be left to the discretion of the Commanding Officer, who is to satisfy himself that the issues are sufficient, and not more than sufficient, for the purpose intended. He is to furnish a certificate at the end of each quarter of the quantities of the various articles authorised by him to be expended.

* If French Beans are not obtainable, Green Peas will be supplied in lieu.

(4) A first supply equivalent to fourteen days' estimated issues for the number of Boats attached to the Base is being forwarded to each Depot Ship, and demands are to be sent to the Director of Victualling, Admiralty, from time to time, for such quantities as are required to maintain the stocks at the Depots at a level of between seven and fourteen days' estimated supplies for the total number of Boats attached. For the present, the demand should contain the following information :—

- (a) Quantities remaining in stock.
- (b) Expended since date of last demand.
- (c) Required to complete.

(5) The stores are to be accounted for in the ordinary way, and the certificates of the Commanding Officers of Submarines referred to in paragraph 3 are to be forwarded into Office with the Store Accounts in support of the credits.

247. PAYMENT FOR SUPPLIES OF STORES, ETC., TO ALLIED NAVAL FORCES

An agreement has been arrived at between the British, French, Japanese, and Russian Governments, under which payment will be made for all supplies of stores, or services rendered, to each other by the Allied Naval Forces during the present naval co-operation.

The method of settlement to be as follows :—

Supplies from private trade. Payment direct by the ship supplied, or by the local consular representative.

Freight charges on any stores sent out to a particular station. Freight arranged and cost paid by the Power arranging the matter, the amount being subsequently reclaimed from the Government concerned.

Stores supplied from Government stocks, or work done at Government Establishments. Claims preferred periodically by the Admiralty on the respective Government, when the necessary statements have been received from the Establishments concerned.

AMENDMENTS TO BOOKS OF REGULATIONS, ETC.

ARTICLE 799

* * * * *

2. Caning on the breech with clothes on is limited to boys and is to be inflicted with a light and ordinary cane. The number of cuts or blows is not to exceed 12, and the punishment is not to be carried out in public. Caning is intended for the serious offences of theft, immorality, drunkenness, desertion (in special cases as an act of leniency), insubordination, and deliberate or continued disobedience of orders. In the absence of the Captain, the Commanding Officer is not to order caning to be inflicted, unless the Captain shall be absent from duty by permission of superior authority for more than 48 hours.

INDEX

- A. E. 2*: 323.
 Loss of, in the Dardanelles, 406, 455.
- Aboukir*, H.M.S., 215.
- Acantha*, sailing vessel, sinking of, by torpedo, 315.
- Acland, F. D., M.P.**, on treatment of prisoners, 434.
- Acorn*, H.M.S., loss of, 1828, 53.
- Acre**, see under Palestine.
- Adenwen*, S.S., attack by submarine in English Channel, 188, 210 note, 215.
- Admiral Makarov*, Russian cruiser, operations in the Baltic, 262, 263, 264.
- Admiralty**, see under Great Britain.
- Ægean Sea**, operations in, 364-5.
- Aerial Navigation**:
 British:
 Raids:
 Hoboken, submarines at, 214, 311.
 Ostend, 73-4, 465.
 Zeebrugge submarine station, 311, 465.
 Reconnaissance work, Dardanelles, 12, 15, 114, 119-20, 121, 122, 124.
 Seaplanes at the Dardanelles, 17-18, 367.
 French:
 Hydroplanes at Gaza, 331.
 Raids:
 Altkirch station, 209.
 Anizy station, 209.
 Brimont batteries, 209.
 Cernay station, 209.
 Champagne, German captive balloon, 209.
 Chauny station, 209.
 Conflans-Jarny railway and station, 209.
 Coucy le Château station, 209.
 Essen railway and station, 209.
 Foye station, 209.
 Freiburg barracks and station, 209.
 Gits aerodrome, 209.
 La Bruquette aviation ground, 209.
 La Fère barracks, 209.
- Aerial Navigation** (*continued*):
 French Raids (*continued*):
 Lichterfelde railway and station, 209.
 Merkem station, 209.
 Mulheim barracks, 209.
 Pont Faverges aviation ground and ammunition stores, 209.
 Staden station, 209.
 Tergnier station, 209.
 Vailly batteries, 209.
 Wyfvege station, 209.
 German:
 Activity in Flanders, 410.
 Attack on American S.S. *Cushing*, 442-3.
 Attack on colliers near Tenedos, 338.
 Attack on Dutch ship *Zevenbergen*, 199-200, 344.
 Attack on S.S. *Elfland*, 201.
 Attacks on steam trawlers, 363.
 Seaplane raid over Kent, 361-2.
 L 8 Zeppelin damaged in Belgium, 46-7.
 Zeppelin raids:
 M. Augagneur on, 48.
 French towns, 208.
 Great Britain:
 East Coast, 356-61.
 Eastern counties, 455-60.
 North-east Coast, 351-5.
 Paris, 207-8.
 Russian, bombs on Bosphorus batteries, 265, 266.
- Africa, West Coast of**, enemy steamers interned on, number and employment, 185.
- Africa*, H.M.S., alleged sinking of, at the Dardanelles, 130, 131.
- Agamemnon*, H.M.S., Dardanelles operations, 4, 16, 17, 19, 111, 112, 115, 117, 118, 124, 126, 129, 136, 137.
- Aguila*, S.S.: 226.
 Sinking of, by submarine, 228, 229.
 Testimony to conduct in attack by submarine, 437.

- Ahvaz**, *see under* Mesopotamia.
- Akaba, Gulf of**, French cruisers in, 223.
- Akasi**, Japanese cruiser, 282.
- Aki**, Japanese battleship, 270, 281.
- Akikusima**, Japanese coast defence boat; 282.
- Operations near Tsing-Tau, 271.
- Akula**, German submarine in the Baltic, 262.
- Alabama**, American warship, 165, 166.
- Albemarle, Earl of**, on treatment of prisoners, 417-18.
- Albert**, *see under* France.
- Albion**, H.M.S., Dardanelles operations, 17, 112, 115, 117, 119, 120, 121, 122, 123, 124, 125, 127, 129, 133, 139, 366.
- Alexander Hastie**, S.S. :
Claim to have sunk submarine, 108.
German submarine's attempted attack on, 98.
- Alexandretta, Gulf of**, alleged loss of Allied seaplane in, 406.
- Algerine**, H.M.S., loss of, 1826, 53-4.
- Allen, Capt. John Derwent**, H.M.S. *Kent* :
Appointment as Companion, Order of the Bath, 290.
Sinking of the *Dresden* by, 171-3.
- Allistone, Lieut.**, Middlesex Regt., German reprisals on, 411.
- Alsace-Lorraine :**
Altkirch station, French air raid, 209.
Cernay, French air raid, 209.
Mulheim barracks, French air raid, 209.
- Alston**, S.S., reported to have struck submarine, 98, 108.
- Altkirch**, *see under* Alsace-Lorraine.
- d'Amade, General**, French Expeditionary Force under, for the Dardanelles, 156, 324.
- Amatsukaze**, Japanese destroyer, 283.
- America, West Coast of**, Japanese Navy off, 277-8.
- Amethyst**, H.M.S., Dardanelles operations, 112, 113, 115, 123, 125, 126.
- Amiral Ganteaume**, torpedoing of, referred to, 76.
- Amstel**, Dutch S.S., mining of, 229.
- Andalusian**, S.S. :
Attack by submarine off the Scillys, 189.
Sunk by torpedo, 210 *note*.
- Anderson, W. C., M.P.**, question *re* merchant ships in war service, rates paid, 378-9.
- Andreae, Flight Sub-Lieut. Frank G.**, attack on German submarines at Hoboken, 311.
- Anglo-Japanese Alliance**, 285.
- Anizy**, *see under* France.
- Annitsford**, *see under* Great Britain.
- Antivari**, *see under* Montenegro.
- Arab**, H.M.S., wreck of, 1823, 53.
- Arabia**, Mouaileh, bombardment by English cruiser, 211.
- Argenteuil**, *see under* France.
- Argentine**, ship whose cargo, or part of it, has been detained, 471.
- Ariel**, H.M.S., *U 12* sunk by, 100.
- Ariol**, Russian cruiser, at Singapore, 273.
- Ark Royal**, Dardanelles operations, 18, 123.
- Arkhan**, *see under* Turkey-in-Asia.
- Arnold, Able Seaman Alfred Charles Philip**, award of D.S.M., 467.
- Arsoun**, *see under* Turkey.
- Asahi**, Japanese battleship, 281.
- Asama**, Japanese cruiser : 281.
in the Pacific and South Seas, 276.
- Ascania**, S.S., accommodation of prisoners in, 183, 392.
- Ashton, Capt.**, 2nd Life Guards, German reprisals on, 411.
- Askold**, Russian cruiser :
Alleged presence of Russian General on, to watch over operation of British and French fleets in the Dardanelles, 266.
Dardanelles operations, 13, 404.
- Asnières**, *see under* France.
- Aso**, Japanese cruiser, 281.
- Asquith, Rt. Hon. H. H., M.P., Prime Minister**, replies to questions in the House :
Confiscation of enemy ships for torpedoed British merchant ships, 393.
Dardanelles operations, 3-4, 393.
German submarine blockade, 4-10.
International Law, 82.
Naval casualties, 393-4.
- Asturias**, S.S., hospital ship, German submarine attack on, 95, 108.
- Atalanta**, S.S., torpedoed, 177, 210 *note*.
- Augagneur, Victor**, French Minister of Marine :
Interview with Paris correspondent of the United Press of America, 47-8.
Telegram of sympathy sent to Mme. Senes, 409.

INDEX

- Augsburg*, German cruiser, operations in the Baltic, 262.
- Auguste Conseil*, French S.S., torpedoed by *U 29*, 143, 216.
- Australia :**
 Enemy ships, employment, 395.
 Imperial Force, Gallipoli operations, 400, 401, 406-7.
 Navy, loss of *A. E. 2* at the Dardanelles, 406, 455.
 Prime Minister, *see* Fisher, Rt. Hon. A.
 Transports, conveying of, by Japanese ships, 274.
- Austria-Hungary :**
 Cotton supplies, 384-5.
 Export trade, Herr Ballin on, 340.
 Gunboats on the Danube, Serbian attack on, 396.
 Navy :
 Bombardment of Antivari, 28.
 Loss of *Kaiserin Elisabeth* at Kiaochau, 273.
 Ship detained or captured by Russian Naval authorities, 293.
 Ships in British ports, use of, 106-7.
- Azuma*, Japanese cruiser, 281.
- Bailey, Midshipman Leslie Frank**, H.M.S. *Bayano*, loss of, 159.
- Baker, H., M.P.**, replies to questions in the House :
 Optical instruments, supply of glass, 436.
 Proficiency pay, 442.
 Tyne examination service vessels, 383.
 War Department vessels, wages of crews, 382-3.
- Bakhofen**, *see under* Russia.
- Ballin, Herr**, head of Hamburg-Amerika line :
 Interview with *New York World*, 338-41.
 Letter to *The Times*, 2nd Aug. 1914, 341-2.
- Balmerino*, S.S., survivors from H.M.S. *Bayano* taken on board, 159.
- Baltic :**
Communiqué of Russian Naval General Staff, 260-5.
 German operations in, 334.
- Bamford, 1st Cl. Boy F. G. H.**, awarded D.S.M., 287.
- Banbury, Sir F., M.P. :**
 on Naval Discipline Bill, 56.
 on Treatment of prisoners, 426.
- Bannerman, Thomas Ross**, Master of S.S. *Aguila*, to be rewarded for conduct in attack by submarine, 437.
- Barber, Alfred W.**, Boatswain, R.N., wounded in Dardanelles operations, 13.
- Barjisiyah**, *see under* Mesopotamia.
- Baroda*, inquiry held into loss of, 154.
- Barrow, Comdr. Benjamin Wingate**, Admiralty letter of approbation to, 467.
- Basilisk*, H.M.S., Dardanelles operations, 140.
- Bastochnaja*, Russian ship, sunk by Turkish fleet, 313.
- Batavier V.*, Dutch ship, seizure by Germans, 198-202, 344.
- Bath, Order of the**, *see under* Great Britain.
- Batiscan*, inquiry held into loss of, 154.
- Baxter, Walter Campbell**, Chief Officer, S.S. *Falaba* : 250, 251.
 Evidence *re* sinking of ship, 238-9.
 Exonerated from blame in connection with loss of ship, 260.
- Bayan*, Russian ship, German submarine destroyed by, in the Baltic, 264.
- Bayano*, H.M.S. : 394.
 Loss of, 158-60.
- Bazancourt**, *see under* France.
- Beachy Head**, *see under* Great Britain.
- Beauchamp, Earl**, on exclusion of Royal Marine officers from First Class of Order of the Bath, 30.
- Beck, A. C. T., M.P.**, reply to question *re* Anti-aircraft force, 386.
- Beethoven*, S.S., collier, alleged sinking of, 101.
- Behncke**, Acting Chief of German Admiral Staff, announcement of Zeppelin raid on England, 359.
- Belgium :**
 German ultimatum, time of presenting, 190.
 Ghent, passengers of Dutch ship *Batavier V.* taken to, 189.
 Gits aerodrome bombed by French aviators, 209.
 Hoboken, British air raid, 214, 311.
 Lichterfelde railway and stations, Air Raid, 209.
 Merkem station, French air raid, 209.
 Ostend, British air raid, 73-4, 465.
 Poperinghe, aeroplane raid on, 47.
 Ship whose cargo, or part of it, has been detained, 292.
 Staden station, French air raid, 209.

DOCUMENTARY HISTORY—NAVAL

Belgium (continued):

Tirlemont, *L 8 Zeppelin* damaged at, and some of crew killed, 46-7.

Wyfvege station, French air raid, 209.
Zeebrugge:

Bombardment by British warships, 311.

Passengers of Dutch ship *Batavier V.* taken to, 198-9.

Submarine station, British air raid, 311, 465.

Bell, Lieut. John William, D.S.O., R.N.R., S.S. *Thordis*:

Presentation to, for sinking German submarine, 332-3.

Rewarded for conduct in attack by submarine, 437.

Bellairs, Commander, M.P., questions in the House:

Armed German cruisers, repairs in neutral ports, 384.

Coastguard ratings, promotion, 54.

Engineer officers, honours and promotions, 377.

Medical consultants, 425.

Naval Discipline Bill, 63.

Naval officers, shore appointments, 105.

Retired captains, R.N., promotion, 350.
Ships lost, 1815-40, without minutes of court-martial, 53.

Submarine attacks on Allied and neutral merchant ships, 376.

Ben Arthur, trawler, employment in Tyne examination service, 383.

Bengrove, S.S., torpedoed off Ilfracombe, 49, 188.

Benlawers, S.S., copra cargo, 374, 375.

Benn, Shirley, M.P., questions in the House:
Grain for Germany, 440.

Royal Naval Reserve bonus, 2.

Bennet, Stkr. 1st Cl. A. H., awarded D.S.M., 287.

Bennetts, Seaman James Ninnif, R.N.R., wounded in Dardanelles operations, 13.

Beresford, Admiral Lord Charles, G.C.B., G.C.V.O., M.P.:

on Naval Discipline Bill, 56-7, 58, 85, 87, 88, 96-7.

Questions in the House:

Admiralty *communiqués*, time of issue, 54.

Armed merchant cruisers, seaworthiness, 40.

Confiscation of enemy ships for torpedoed British merchant ships, 393.

Beresford, Admiral Lord Charles, G.C.B., G.C.V.O., M.P. (continued):

Dardanelles operations, 393.

Engineer-Lieutenants, pay, 36.

La Correntina, S.S., sinking of, 436.
Manitou, transport, attack on, 391, 392.

Merchant ships escaped from submarine, 437.

Prisoners in Germany, treatment of, 395-6.

Prize money, 378.

Proficiency pay to soldiers entering National Reserve after service in the Navy, 442.

Royal Dockyards:

Subsistence allowance to men working outside home yards, 382.

Wages to bricklayers, 381.

R.N.D., commissions for non-commissioned officers of Royal Marines, 191.

R.N.R. engineer officers not called up for service with R.N., 36.

Sickness at Osborne College, 2-3.

War Department vessels, petitions of crews, 382.

Writers, Royal Navy, 440, 441.

on Treatment of prisoners in Germany, 429.

Bermuda, H.M.S., foundering of, 1821, 53.

Bernstorff, Count, German Ambassador at Washington:

Correspondence with Mr. Bryan re S.S. *Odenwald*, 192-7.

Correspondence with Mr. Bryan re *Prinz Eitel Friedrich*, 168-9, 170.

Correspondence with Mr. Lansing re *Kronprinz Wilhelm*, 330-1.

on Sinking of S.S. *Falaba*, 168, 243.

Bevan, L. M., Master of S.S. *Theseus*, to be rewarded for conduct in attack by submarine, 437.

Bewes, Major A. E., mentioned in despatches, 112.

Bickerdike, C. F., Secretary to Committee re compensation to seamen for loss of effects, 398.

Bingham, Lieut., Roy. Welsh Fusiliers, German reprisals on, 411.

Black Sea:

Russian operations in, 49-50, 355, 368-9.

Turkish ships in, 313.

Blackburn, Actg. Ldg. Stkr. J., awarded D.S.M., 287.

INDEX

- Blackwood*, S.S., torpedoed off Hastings, 100, 188.
- Blair, Lieut. Hunter**, Gordon Highrs., German reprisals on, 411.
- Blake, Sir H. Acton**, at presentation to captain of S.S. *Thordis*, 332.
- Blenheim*, H.M.S., Dardanelles operations, 112.
- Blücher*, German cruiser: 427.
Operations in the Baltic, 262.
- Blue Jacket*, S.S., sunk by torpedo, 211.
- Blyth**, see under Great Britain.
- Board of Trade**, see under Great Britain.
- Bobr*, Russian ship, submarine attack on, in the Baltic, 264.
- Bogatyr*, Russian ship, pursuit of German cruisers in the Baltic, 261.
- Bogsher Lighthouse**, see under Russia.
- Bosphorus**:
Forts, bombardment by Russian fleet, 265-7, 312, 398-9, 403.
Russian fleet near, 130, 218.
Russian mine-laying in, results, 316-17.
- Bothnia, Gulf of**, Russian S.S. *Uleaborg* destroyed in, 262.
- Bouvet*, French warship:
Dardanelles operations, 14, 17, 19, 115, 116, 117, 124, 127, 128, 129, 130, 133.
Sinking of, 127, 128, 129, 130, 131, 132.
- Bowendtschoff**, see under Russia.
- Bowerman, C. W., M.P.**, question re hire of ships for internment of prisoners of war, 182-3.
- Boy-Ed, Captain**, German Naval Attaché, Washington, on sinking of the *Dresden*, 172.
- Bradley, Ldg. Carp. Crew, E. O.**, awarded D.S.M., 288.
- Brand, Capt. Hubert G.**, Naval Attaché to the British Embassy, Tokyo, 271.
- Brattan, Lieut. Arthur Crossfield**, H.M.S. *Bayano*, loss of, 158.
- Breslau*: 463.
in the Black Sea, 313.
- Brewer, Stkr. P.O. George S.**, awarded D.S.M., 289.
- Brimont**, see under France.
- Briseis*, H.M.S., loss of, 1838, 53-4.
- Bristol Channel**, see under Great Britain.
- Brock, Capt. Osmond de Beauvois**:
Appointed Companion, Order of the Bath, 286.
Promotion to Rear-Admiral, 290.
- Brodie, Lieut.-Comdr. Theodore S.**, *E 15*, taken prisoner by Turks, 366.
- Bromet, Flight-Lieut.**, at the Dardanelles, 18.
- Brown**:
Lieut. Ernest Arthur, H.M.S. *Bayano*, loss of, 159.
Lieut. Gage, 1st Life Guards, German reprisals on, 411.
Lieut., at the Dardanelles, 18.
- Brussels*, S.S.:
Conflict with submarine off Maas lightship, 267-8.
Testimony to conduct in attack by submarine, 437.
- Bryan, W. J.**, United States Secretary of State: 308.
Correspondence with German Ambassador re S.S. *Odenwald*, 192-7.
Correspondence with German Ambassador re internment of the *Prinz Eitel Friedrich*, 168-9, 170.
- Bryant, Mr.**, representing Admiralty at inquest on bodies recovered from S.S. *Falaba*, 238.
- Bryssel*, Danish S.S., arrest and subsequent release and retention of cargo by Germans, 203.
- Buckle, Brig.-Gen.**, and King's visit to the Fleet, 217.
- Bulair**, see under Gallipoli.
- Bulgaria, Prime Minister**, see Radoslavoff, M.
- Bull, Sir William, M.P.**, questions in the House:
German draftsman in employment of Admiralty contractors, 36.
International Law, 82.
- Burg**, see under Germany.
- Burnham, Colonel**, U.S. Army, Collector of Customs, San Juan de Porto Rico, proceedings re S.S. *Odenwald*, 192-7.
- Burton, Gunner (T.) Joseph H.**, awarded D.S.C., 287.
- Bury St. Edmunds**, see under Great Britain.
- Bushell, Ch. P.O. Alfred Ethelbert**, award of D.S.M., 467.
- Butler, Eng.-Lieut.-Commander**, H.M.S. *Liberty*, noted for early promotion, 377.
- Buttonsaw, Yeo. of Sigs. John**, award of D.S.M., 467.
- Byles, Sir W., M.P.**, on Naval Discipline Bill, 95, 96, 97.
- Cairntorr*, S.S., sunk by torpedo, 211.
- Caledonia*, S.S., 332.

Callaghan :

Lieut.-Comdr. Cyril, Admiralty letter of approbation to, 467.

Ch. Stkr. P., awarded D.S.M., 287.

Calyпсо, H.M.S., loss of, 1833, 53-4.

Cameroons, blockade of, 397.

Campbell :

Lieut. Colin, A. & S. Highrs., German reprisals on, 411.

Lieut., Royal Horse Guards, German reprisals on, 411.

Camperdown, Earl of :

on Pilotage certificates and aliens, 103.

on Treatment of submarine prisoners, 419.

Camps, Mr., M. Inst. Naval Architects, report on boats of S.S. *Falaba*, 253, 254.

Canary Islands, Las Palmas, attempted escape of German liner *Macedonia* from, 167, 191.

Cannon, Mechn. A. J., awarded D.S.M., 287.

Canopus, H.M.S., Dardanelles operations, 13, 16, 121, 124, 140.

Canterbury, see under Great Britain.

Canterbury, Archbishop of :

on Naval Marriages Bill, 149-50, 150-1.

on Treatment of prisoners, 415-16.

Cap Trafalgar, German armed merchant

cruiser, 465, 467.

Cape Helles, see under Gallipoli Peninsula.

Cape Tekeh, see under Gallipoli Peninsula.

Carden, Vice-Admiral :

Reports *re* Dardanelles operations, 15-18, 110-26.

Succeeded by Rear-Admiral John Michael de Robeck, 128.

Carew, Temp. Lieut. George, H.M.S. *Hardinge*, award of D.S.C., 466.

Carmania, H.M.S., 465.

Carr, Comdr. Henry Cecil, H.M.S. *Bayano*, loss of, 158.

Carson, Sir E., M.P., question *re* Prize Claims Committee, 448, 449.

Cartwright, Lieut., Middlesex Regt., German reprisals on, 411.

Cary, Lieut. John Pitt, A.E.2, taken prisoner by Turks, 455.

Castlereagh, S.S., 160.

Cataluna, Spanish warship, 191.

Cayley, Commodore, and King's visit to the Fleet, 217.

Cecil, Lord Robert, M.P., on treatment of prisoners, 423, 428-9, 445.

Cernay, see under Alsace-Lorraine.

Chamberlain, Right Hon. A., M.P. :
on Naval Discipline Bill, 62, 67-8, 69, 72.

Question *re* Special treatment of submarine prisoners, 423.

Champagne, see under France.

Chapman, Rev. S. H., 361-2.

Charcas, S.S., sunk by *Prinz Eitel Friedrich*, 166.

Charlemagne, French ship, Dardanelles operations, 17, 19, 117, 119, 124, 127, 129, 137, 138.

Charlewood, Sub-Lieut. Clement James, H.M.S. *Helmuth*, award of D.S.C., 465, 466.

Charnwood, Lord, question *re* petrol and German submarines, 189.

Chateaubriand, French sailing ship, sinking of, by submarine, 323.

Chatham, see under Great Britain.

Chauny, see under France.

Cheatle, G. L., C.B., C.V.O., F.R.C.S., naval medical consultant, 425.

Checkley, P.O. 1st Cl. John, award of D.S.M., 467.

Chelmer, H.M.S., Dardanelles operations, 120, 134, 140, 141, 142.

Cheyne, Sir W. W., Bart., C.B., F.R.C.S., naval medical consultant, 425.

Chifik, see under Turkey-in-Asia.

Chihaya, Japanese gunboat, 282.

Chikuma, Japanese cruiser : 281.
in the Indian Ocean, 274.

Chile :

Minister in London, see Edwards, Agustin.

Valparaiso :

Crew of the *Dresden* taken to, 171, 172.

Left by *Prinz Eitel Friedrich*, 6th Nov. 1914, 166.

Violation of neutrality of, by the *Dresden*, 172.

China :

Kiao-Chau :

Blockade, 27th Aug.—10th Nov. 1914, 271-2.

German warlike preparations, 269.

Naval action at, 270-3.

Laoshan Bay, landing at, 272.

Tientsin :

German refugees from Tsing-tau, arrest of S.S. *Paklat* while conveying, 74-7.

Prinz Eitel Friedrich at, 166.

INDEX

China (continued) :

- Tsing-tau, German refugees to Tientsin, arrest of S.S. *Paklat* while conveying, 74-7.
- China Mutual Steam Navigation Co.** (A. Holt and Co.), S.S. *Ningchow*, owned by, chased by submarine, 98.
- China Seas**, operations of Japanese Fleet in, 273.
- Chiosé*, Japanese cruiser : 281.
- Operations near Tsing-Tau, 271.
- on Western coast of America, 278.
- Chiyoda* :
- Japanese coast defence boat, 282.
- Japanese cruiser, operations near Tsing-Tau, 271.
- Chohmoh-Maru III.*, Japanese S.S., loss of, at Kiao-Chau, 272-3.
- Chohmoh-Maru VI.*, Japanese S.S., loss of, at Kiao-Chau, 272-3.
- Choppington**, see under Great Britain.
- Chorley, Asst. Paymaster Dudley Cecil**, H.M.S. *Bayano*, loss of, 159.
- Churchill, Rt. Hon. Winston L. Spencer, M.P.**, First Lord of the Admiralty :
- Criticism by Lord Curzon, 420.
- Denial of German reports of actions in North Sea and Dardanelles, 369.
- Replies to questions in the House :
- British merchant ships detained, captured, or destroyed, 185.
- Engineer officers, honours and promotions, 377.
- Falkland Islands battle, despatch *re*, 425.
- Retired captains, R.N., promotion, 350.
- Ships lost, 1815-40, without minutes of court-martial, 53-4.
- Special treatment of submarine prisoners, 422-4.
- Submarine attacks on British and neutral merchant ships, 376.
- Telegrams between Governor-General of Australia and Governor of New Zealand and, on Dardanelles operations, 406-7.
- Churchill, S.S.*, 143.
- City of Cambridge*, S.S., testimony to conduct in attack by submarine, 437.
- Clacton-on-Sea**, see under Great Britain.
- Clan Macnaughton*, S.S. : 40.
- Armament, Admiralty survey, etc., 37.
- Life-saving apparatus, 41.
- Clan Stuart*, inquiry held into loss of, 154.

- Clark, P.O. 1st Cl. Thomas James**, H.M.S. *Goliath*, award of C.G.M., 466.
- Claydon, Police-Constable**, Ipswich, account of Zeppelin raid, 457.
- Clough, W., M.P.**, question *re* H.M. trawlers, pay, etc., of coxswains, 42.
- Clyde Shipping Co.**, S.S. *Kalibia* owned by, chased by submarine, 98.
- Cocos Island**, destruction of the *Emden* at, 274.
- Coke, Capt.**, Scots Guards, German reprisals on, 410.
- Collins, Comdr. Charles G.**, appointment as temp. Lieut.-Col., R.M., 286.
- Colne*, H.M.S., Dardanelles operations, 119, 133, 139, 140, 141.
- Colson, Actg. Sub-Lieut. Douglas Nowell**, H.M.S. *Carmania*, award of D.S.C., 465.
- Compiègne**, see under France.
- Comus*, H.M.S., wreck of 1816, 53.
- Concord*, S.S., sunk by torpedo, 211.
- Confiance*, H.M.S., loss of, 1822, 53.
- Confians-Jarny**, see under France.
- Conspicuous Gallantry Medal**, see under Great Britain.
- Constance Catherine*, Dutch S.S., survivors from the *Harpalyce* rescued by, 328.
- Contest*, H.M.S., loss of, 1828, 53.
- Cooper, Sir E. E.**, at presentation to captain of S.S. *Thordis*, 332.
- Copra for Italy**, proceedings *re*, 373-5.
- Cornwallis*, H.M.S., Dardanelles operations, 4, 13, 16, 112, 115, 116, 117, 118, 119, 120, 122, 126, 131, 141.
- Corra Lynn*, inquiry held into loss of, 154.
- Corson, Lieut. Eric Reid**, H.M.S. *Fox*, award of D.S.C., 465.
- Cossack*, H.M.S., *U 8* hunted by, 49.
- Cotterell, Mr.**, Assistant Marine Superintendent, Elder, Dempster & Co., report on boats of S.S. *Falaba*, 253.
- Coucy le Château**, see under France.
- Courbevoie**, see under France.
- Courland**, German squadron off, 206, 207.
- Courtney, Lord, of Penwith**, on treatment of submarine prisoners, 421.
- Courtney, Squadron Comdr. Ivor T.**, raid on Hoboken, 214.
- Cox, Lieut. B. T.**, H.M.S. *Prince George*, mentioned in despatches, 112.
- Craig** :
- Herbert, M.P., question *re* Tyne examination service vessels, 383.
- John, managing owner of the S.S. *Falaba* : 246.

Craig (*continued*) :John (*continued*) :Exonerated from blame in connection with loss of S.S. *Falaba*, 260.**Cramlington**, *see under* Great Britain.**Creagh, Lieut.-Comdr. James Vandeleur**, H.M.S. *Ariel* :Admiralty letter of approbation to, 467.
U 12 sunk, 100.**Cresswell**, *see under* Great Britain.*Cressy*, H.M.S., 215.**Crewe, Marquess of** :on Prize Claims Committee, 152-3, 154.
on Prize money, 104.**Crossley-Meates, Flight-Lieut. B.**, descent in Holland, 214.*Crown of Castille*, S.S., torpedoed of, 268.**Cuming, Vice-Admiral (ret.) Robert Stevenson Dalton** :

Promotion to Admiral (ret.), 290.

Appointment as temp. Captain, R.N.R., 469.

Cunningham, Lieut.-Comdr. A. B., H.M.S. *Scorpion*, commendation of, 111-12.**Currie, Ldg. Carp. Crew, E.**, awarded D.S.M., 288.**Curzon, Earl, of Kedleston**, on treatment of prisoners, 420-1.*Cushing*, American S.S., attack on, by German airmen, 442-3.**Cust, Comdr. Sir Charles, Bt.**, in attendance during King's visit to the Fleet, 1, 217.**Dailey, Ch. Carp. Frederick E.**, awarded D.S.C., 287.*Daleby*, S.S., 329.**Dalziel, Sir Henry, M.P.**, on treatment of prisoners, 423-4, 426-8, 444, 445.**Dampier, Capt. Cecil Frederick**, promoted to Flag rank, 290.**Dand, Ch. E.-R. Art. 2nd Cl. W. B.**, awarded D.S.M., 287.**Daniels, Mr.**, Secretary U.S.A. Navy, attentions paid to Commander of *Prinz Eitel Friedrich*, 162-3.**Danube**, Austrian gunboats on, Serbian attack on, 396.**Dar-es-Salaam**, *see under* East Africa.**Dardanelles** :

Forts, bombardment of, 12-13, 127, 128, 130, 131, 266, 312, 316, 333-4, 337, 338, 355, 386.

French Expeditionary Force for, 156, 324.

Kephez mine-field, attacks on, 122, 123, 124, 125, 125-6.

Dardanelles (*continued*) :

Kephez, searchlights, attack on, 124, 125.

Map, 114.

Mine-sweepers, sinking of, 109, 110, 313.

Mine-sweeping, 12-13, 13, 15, 108, 109, 112, 115-16, 121, 122, 126, 133, 135, 141, 142, 312.

Narrows, attack on, 126, 129-30, 131-2.

Operations in: 4, 12, 15, 16, 17, 108, 316, 365, 366, 390, 399-408.

Admiralty reports, 12-13, 14-18, 126-8.

Rt. Hon. H. H. Asquith on, 3-4.

M. Augagneur on, 48.

Berlin statements, 20, 22.

Delay by unfavourable weather, 12.

French official statements, 13-14, 18-19.

Letter from Vice-Admiral de Robeck, 26th March 1915, 132-43.

Narrative of events :

19th Feb.—16th March 1915, 115-26.

17th and 18th March 1915, 134.

Reports from Vice-Admiral S. H. Carden, 15-18, 110-25.

Responsibility for, etc., 393, 450.

Statement by Mr. Churchill, 369.

Turkish reports, 14, 20, 21-3, 109, 110, 131-2, 226-8, 218.

Wolf's Telegraph Bureau report, 109-10.

Scouting expedition of H.M.S. *Renard* in, 337.

anti-Submarine obstruction, 125.

Turkish army, Marshal Liman von Sanders appointed to command, 226.

Dardanos, *see under* Turkey-in-Asia.**Dare, Rear-Admiral (ret.) Charles Holcombe, M.V.O.**, promotion to Vice-Admiral (ret.), 290.**Dartmouth**, H.M.S., Dardanelles operations, 142.**Davies** :Capt. D., Assessor at investigation into loss of the S.S. *Falaba*, 245.Capt. Frederick J., S.S. *Falaba* : 249.

Conduct of, 229, 232.

Death, 230, 232.

Inquest on, 238-40.

Chief Engineer Harry, S.S. *Vosges* : Gold watch to be presented to widow, 225.

Killed, 224.

INDEX

- Davies** (*continued*) :
Squad.-Comdr. Richard Bell, appointment to D.S.O., 464-5.
- Davis** :
Ch. P.O. Arthur, award of D.S.M., 468.
A.B. H., award of D.S.M., 287.
- Davison, Sub-Lieut. Alexander Clyne**, H.M.S. *Bayano*, loss of, 159.
- Day, Mr.**, Ipswich, shop damaged in Zeppelin raid, 458, 460.
- De Crespigny, Lieut.-Comdr.**, representing Admiralty at inquest on bodies recovered from S.S. *Falaba*, 238.
- De Robeck, Vice-Admiral John Michael** :
in Command at the Dardanelles, 128.
Dardanelles operations, 111.
on Destruction of *E 15*, 367.
Letter from, 26th March 1915, 132-43.
Mentioned in despatches, 113.
Message from the King, 406.
- De Salis, Rear-Admiral (ret.) William, M.V.O.**, appointment as temp. Captain, R.N.R., 290.
- Deacon, W. H. G., I.S.O.**, on Committee *re* compensation to seamen for loss of effects, 398.
- Deal**, *see under* Great Britain.
- Declaration of London, 1909**, Great Britain not to repudiate, 82.
- Declaration of Paris, 1856**, Great Britain not to repudiate, 82.
- Dee River**, *see under* Great Britain.
- Defence of the Realm Regulations**, *see under* Great Britain.
- Delight*, H.M.S., loss of, 1824, 53.
- Delmira*, S.S., disabled by *U 27*, 216.
- Denmark** :
Cargo confiscated by Germans, 203.
Ships whose cargoes, or part of them, have been detained, 293, 470, 471, 472.
- D'Entrecasteaux**, French cruiser :
Dardanelles operations, 19.
Operations off Gaza, 223.
- Dernbürg, Herr**, on sinking of the S.S. *Falaba*, 241.
- Desaix**, French cruiser, operations in Gulf of Akaba, 223.
- Desart, Earl of** :
on Prize Claims Committee, 153-4.
Vice-Chairman of Prize Claims Committee, 152, 154.
- Devonport**, *see under* Great Britain.
- Dewing, Lieut. R. H.**, R.E., mentioned in despatches, 337.
- Dickens, Actg. Sub-Lieut. George Frederick**, H.M.S. *Carmania*, award of D.S.C., 465.
- Dickinson, Rt. Hon. W. A., M.P.**, on treatment of prisoners, 429-30.
- Dieppe**, *see under* France.
- Dinorah*, French S.S., sunk by *U 16*, 227.
- Distinguished Service Cross**, *see under* Great Britain.
- Distinguished Service Medal**, *see under* Great Britain.
- Distinguished Service Order**, *see under* Great Britain.
- Dominica*, H.M.S., wreck of, 1815, 53.
- Domont**, *see under* France.
- Doody**, 2nd officer S.S. *Vosges*, 224.
- Doris*, 467.
- Douglas, Flight-Lieut.**, at Dardanelles, 18.
- Dover**, *see under* Great Britain.
- Dover Straits**, light vessels and traffic regulations, Admiralty notice, 213-14, 218-19.
- Downs, The**, *see under* Great Britain.
- Dreadnought*, H.M.S., 4.
- Dresden*, German cruiser :
Destruction, 171-3, 278.
Sinking of, notes exchanged with the Chilean Minister *re*, 173-7.
- Dreslincourt**, *see under* France.
- Dublin*, H.M.S., Dardanelles operations, 15, 17, 117, 118, 120, 124, 136.
- Dudley**, *see under* Great Britain.
- Dulwich*, S.S., sunk by *U 16*, 227.
- Duncan, Charles, M.P.**, questions in the House :
Enemy aliens and strikes, 376.
Royal Dockyards, yard-craft men, 447.
- Dunedin*, S.S. : 226.
Account of sinking of S.S. *Falaba*, 240-1.
- Dunphy, Lieut. Bernard**, H.M.S. *Bayano*, loss of, 158.
- Dymott, Shipwright 2nd Cl. Albert C. H.**, awarded D.S.M., 289.
- E 15* : 443, 469.
Grounding of, on Kephez Point, and subsequent destruction by British, 365-8.
- Easey, Mr.**, Ipswich, damage to house in Zeppelin raid, 457, 459.
- East Africa**, Dar-es-Salaam, awards for conduct in operations at, 464, 465-6, 466.

East Prussia :

Laugallen, buildings and barns burnt by Russians, 206.

Memel :

Civilians, mutiny by, 204, 205.

Russian occupation, 203-7.

Nimmersatt, buildings and barns burnt by Russians, 206.

North, Russian invasion, 203-7.

Tilsit, inhabitants, treatment of Russian troops, 204.

Easter Island :

Crews of ships sunk by *Prinz Eitel Friedrich* left on, 166.

French collier *Jean* sunk at, by *Prinz Eitel Friedrich*, 166.

Eastern Seas, operations of Japanese Fleet in, 273.

Eddystone, see under Great Britain.

Edwards, Agustin, Chilean Minister in London, notes exchanged with Sir E. Grey re sinking of the *Dresden*, 173-7.

Emstroom, Dutch S.S., stopping of, by German submarine, 201.

Egford, Carp. George Henry, awarded D.S.C., 288.

Egmont, H.M.S., Dardanelles operations, 112.

Egypt, French Expeditionary Force for the Dardanelles in, 324.

Eileen Emma, steam drifter: 250, 257, 258.

Rescue of survivors of S.S. *Falaba* by, 230, 233, 239, 255.

Elder, Dempster and Co. :

Managers of S.S. *Falaba*, 246.

Sinking of S.S. *Falaba*, owned by, 228-9.

Elfland, S.S., attack by German aeroplane, 201.

Elfriede, German S.S., captured, 412.

Elizabeth, Dutch S.S., survivors from the *Harpalyce* rescued by, 326, 327, 328.

Ellerman Lines, Ltd., Liverpool, S.S. *Andalusian* owned by, torpedoed, 189.

Elliott, Capt. George, Roy. Irish Regt., German reprisals on, 410.

Ellisontos, Greek S.S., sinking of, by German torpedo, 362-4.

Emira, S.S., 254.

Emden, S.M.S.: 99, 274, 467.

Destruction, 274.

Emma, S.S., torpedoing of, 268.

Emmott, Lord, First Commissioner of Works:

on Naval Discipline Bill, 143-7, 148.

Emmott, Lord (continued) :

on Naval Marriage Bill, 148-9, 150, 151.
on Petrol and German submarines, 189-90.

on Royal Marine Officers unemployed, 372.

Emulate, trawler, rescue of survivors from S.S. *Falaba*, 255.

England :

Shipwright 1st Cl. Albert N. E., awarded D.S.M., 289.

Lieut.-Comdr. Hugh T., H.M.S. *Chelmer*, mentioned in despatches, 133.

English Channel :

Declared by Germany as a 'war area,' 5-6; reply by British Government, 6-7.

German submarine shelled by French warship, 46.

German submarines in, 188, 227, 322.

Live torpedoes adrift in, 333.

Pilotage, Admiralty notices, 77-9, 221-2.
U 8 sunk in, 48-9.

Enos, see under Turkey.

Ephgrave, Mechn. E. C., awarded D.S.M., 287.

Eregli, see under Turkey-in-Asia.

Espiègle, H.M.S., operations on the Euphrates, 336, 337.

Essen, see under Germany.

Essex, Sir Walter, M.P., on treatment of prisoners, 433-4.

Euphrates River, operations on, 316, 336, 337.

Euryalus, H.M.S., Dardanelles operations, 16, 18.

Falaba, S.S.: 226, 422.

Authorised statement re, 243-4.

Boat lists and boat drill, 248-9.

Building, ownership, and management, 246.

Captain and officers, 249.

Cargo, 249.

Crew, 249, 255.

Dimensions and equipment, 247, 256-7.

Lifeboats: 256.

Condition of, when order to lower was given, 252-4.

Launching of, 254, 259.

Position of, on leaving Liverpool, 248.

Passengers, 249, 256.

Sinking of, by German submarine: 164, 168, 228-9, 229, 250.

INDEX

Falaba, S.S. (continued) :

Sinking of (continued) :

Accounts of :

by S.S. *Dunedin*, 240-1.

by Survivors, 232-3, 233-5, 238-9.

by Capt. Wright, 233.

American press comments, 235-6, 236, 241.

Count Bernstorff on, 243.

Brutal behaviour of Germans, 230, 232, 233, 234, 235, 252.

Deaths, 255.

Herr Dernburg on, 241.

Formal investigation under Merchant Shipping Act, 1894, and report, 245-60.

German comments, 236, 242.

German note on, 168.

Inquest on eight bodies recovered from, 238-40.

Herr von Jagow on, 242-3.

List of missing, 236-8.

List of survivors, 230-2.

Question and answer in the House of Commons, 245.

Surveys, etc., 247-8.

Unarmed, 250.

Falcon, H.M.S., *U 8* hunted by, 49.

Falkland Islands, battle off, 8th Dec. 1914, 278.

Publication of despatch, question *re*, 425.

Falle, B. G., M.P., questions in the House :
H.M.S. *Clan Macnaughton*, 37.

Royal Dockyards, pay and privileges, 381.

Falze, Pilot Sergeant, aviatik brought down by, 209.

Farnham, family, Ipswich, damage to house in Zeppelin raid, 459.

Farnsworth, Able Seaman Ernest, award of D.S.M., 467.

Farrant, Lieut. Charles E. S., H.M.S. *Kennet*, mentioned in despatches, 134.

Faversham, *see under* Great Britain.

Fawn, H.M.S., *U 8* hunted by, 49.

Felixstowe, *see under* Great Britain.

Fell, A., M.P., question *re* Anti-Aircraft Corps, 435.

Fermo, trawler, fired on by submarine when endeavouring to rescue crew of *Vanilla*, 369-70.

Fernando Noronha, island of, S.S. *Guadeloupe* sunk by *Kronprinz Wilhelm* off, 143.

Ferris, Ch. Stkr. A. W., awarded D.S.M., 287.

Fingal, S.S., sunk by torpedo, 177, 210 *note*.

Finnis, Admiral (ret.) Frank, C.V.O., appointment as temp. Captain, R.N.R., 469.

Fisher, Rt. Hon. A., Australian Prime Minister, Message from the King on Dardanelles operations, 406.

Fishguard and Rosslare Railways and Harbours Co., S.S. *St. Andrew*, owned by, chased by submarine, 98.

Fitzgerald, Actg. Sub-Lieut. Geoffrey J. F., *E 15*, taken prisoner by Turks, 366.

Fitzroy, Lieut., Scots Guards, German reprisals on, 411.

Flaminian, S.S., torpedoed, 268.

Flannery, Sir J. Fortescue, M.P. :
at Presentation to captain of S.S. *Thordis*, 332.

Questions in the House :

Prisoners of war, accommodation in steamships, 392.

Sinking of enemy submarines by merchant ships, 108.

Flood, Stkr. P.O. M., awarded D.S.M., 287.

Florazan, S.S., sunk by torpedo, 188, 210 *note*.

Flushing, *see under* Holland.

Flushing, S.S., rescue of crew of the *Katwyk* by, 342.

Fort Napoleon, *see under* Gallipoli Peninsula.

Forth, Firth of, *see under* Great Britain.

Fontaine, Comdr. Charles Andrew, promoted to Captain, 287.

Fox, H.M.S., at Dar-es-Salaam, 465-6.

Foyle, H.M.S., notice of intended distribution of Naval salvage money, 461.

France :

Aerial Navigation, *see that title*.

Albert civil hospital, German bombardment, 208.

Anizy station, French air raid, 209.

Argenteuil, Zeppelin raid, 208.

Asnières, Zeppelin raid, 208.

Bazancourt station, French air raid, 209.

Brimont, French air raid on batteries at, 209.

British Naval support, time of conveying decision, 190.

Champagne, German captive balloon, French air raid, 209.

France (continued) :

- Chauny station, French air raid, 209.
 Compiègne, Zeppelin raid, 208.
 Conflans-Jarny, railway and station, French air raid, 209.
 Coucy le Château station, French air raid, 209.
 Courbevoie, Zeppelin raid, 208.
 Dieppe, German submarine off, attack on, by French ship, 267.
 Domont, Zeppelin raid, 208.
 Dreslincourt, Zeppelin raid, 208.
 Expeditionary Force for the Dardanelles, 156, 324.
 Fleet :
 Attack on German submarine off Dieppe, 267.
 Losses :
Bowet, mined in the Dardanelles, 127, 128, 129, 130, 131, 132, 138.
Léon Gambetta, torpedoed, 408-9.
 Mediterranean Fleet, M. Augagneur on, 48.
 Operations in the Dardanelles, 13-14, 15.
 Warship, German submarine shelled in the Channel, 46.
 Government, agreement *re* payment for supplies of stores, etc., to Allied Naval Forces, 503.
 Havre, neutral ship from Swansea to, loaded with 400 gallons of petrol, 178, 179.
 La Bruquette aviation ground, French air raid, 209.
 La Fère barracks, French air raid, 209.
 Legion of Honour, Commander, Admiral Guépratte created, 451.
 Levallois, Zeppelin raid, 208.
 Mantes, Zeppelins fired on from fort, 208.
 Minister of Marine, *see* Augagneur, Victor.
 Naval Authorities, vessels detained and captured by, 469-70.
 Neuilly, Zeppelin raid, 208.
 North and West Coasts declared by Germany a 'war area,' 5-6; reply by British Government, 6-7.
 Paris :
 Zeppelin raid, 207-8.
 Zeppelin raid alarm, 209.
 Poissy, Zeppelin raid, 208.

France (continued) :

- Pont Faverges, aviation ground and ammunition stores, French air raids, 209.
 Prize Court, removed from Bordeaux to Paris, 294.
 Ribecourt, Zeppelin raid, 208.
 St. Germain, Zeppelin raid, 208.
 Seine-et-Oise, Zeppelins in, 208.
 Ships, losses :
Auguste Conseil, torpedoed, 137, 143, 216.
Chateaubriand, sailing ship, torpedoed, 323.
Dinorah, sunk by *U 16*, 227.
Frederick Frank, torpedoed, 334.
Jean, collier, sunk by *Prinz Eitel Friedrich*, 166.
Ville de Lille, sunk by *U 16*, 227.
 Tergnier station, French air raid, 209.
 Vailly, French air raid on batteries at, 209.
 Villers-Cotterets, air raid, 209.
Frederick Frank, French S.S., sinking of, by torpedo, 334.
Freiburg, *see under* Germany.
French, Lieut., Roy. Irish Regt., German reprisals on, 411.
Fry :
 Alfred George, Master of S.S. *City of Cambridge*, to be rewarded for conduct in attack by submarine, 437.
 Maj-Gen. C. I., operations near Shaiba, 12th April 1915, 335.
Fryatt, Charles, Master of S.S. *Brussels*, to be rewarded for conduct in attack by submarine, 437.
Fuji, Japanese coast defence boat, 282.
Fujimoto, Rear-Admiral Hidesiro, 270.
Fusimi, Japanese gunboat: 282.
 in the Eastern and China Seas, 273.
Fuso, Japanese battleship, 281.
Gaba Tepe, *see under* Gallipoli Peninsula.
Gaiel, German warship, at Hawaii, 277.
Gallagher, Idg. Seaman Thomas Arthur, H.M.S. *Fox*, award of C.G.M., 466.
Gallipoli Peninsula :
 Bulair : 17.
 French battleships off, 13, 14, 15.
 Bombardment, 20, 108.
 Cape Helles, landing at, 400.
 Cape Tekeh, landing at, 400.

INDEX

Gallipoli Peninsula (*continued*) :

- Fort Napoleon, bombardment by French ship, 14.
- Gaba Tepe (Kaba Tepe) :
 - Bombardment of positions near, 338.
 - Landing near, and fighting, 400, 403, 404, 405, 407-8.
 - Observation stations destroyed, 19.
- Hamidieh II. Tabia Fort (L) :
 - Armament of, 16.
 - Bombardment, 16, 23.
- Kilid-Bahr, bombardment, 19, 128, 129.
- Krithia, advance towards, 401.
- Landing of troops on, and subsequent fighting, April, 399-408.
- Maidos, bombardment of, 402.
- Morto Bay :
 - Bombardment, 108, 125.
 - Landing at, 400.
- Namazieh Fort (T) :
 - Armament of, 16.
 - Bombardment, 16, 129.
- Observation station demolished by H.M.S. *Dublin*, 15.
- Operations, responsibility for, etc., question by Mr. Joynson-Hicks, 450.
- Rumilieh Medjidieh Tabia Fort (J) :
 - Armament of, 16.
 - Bombardment of, 16.
 - Fire from, 17, 19.
- Said (near Kaba Tepe), Turkish oil depôt, destroyed, 19.
- Sari Bahr, landing at, and fighting, 400, 401.
- Sedd-el-Bahr :
 - Bombardment, 14, 23, 108, 110, 404.
 - Fighting at, and capture of, 401, 406.
 - Landing party, 15, 120, 121, 123.
- Suandere battery (T), bombardment and counter fires, 17, 19, 128, 129.
- Sultan Fort, bombardment by French ship, 14.
- Galloway**, Superintendent, Ipswich Fire Brigade, 457.
- Ganges*, H.M.S., King's visit, 217.
- Garlies, Lieut. Lord**, Scots Guards, German reprisals on, 411.
- Garnett, Flight-Lieut.**, operations at Dardanelles, 17-18.
- Gaulois*, French ship : 14, 17, 19.
 - Dardanelles operations, 111, 115, 116, 117, 118, 119, 124, 127, 128, 129, 130, 137, 138, 141.
- Gaza**, *see under* Palestine.
- Général de Sonis*, French barque, 322, 323.

General Steam Navigation Co., of London, loss of S.S. *Leeuwarden*, owned by, 210.

George V., H.M. King :

- Congratulatory messages on Dardanelles operations, 406.
- Visits to the Fleet : 1, 217.
- Message to Admiral Sir John Jellicoe on return, 1.

George, Walter, 2nd officer, *Harpalyce*, 328.

George Baker, trawler, rescue of survivors from S.S. *Falaba*, 255.

Germany :

- Aerial navigation, *see that title*.
- Ambassador at Washington, *see* Bernstorff, Count.
- Blockade of, Order in Council, 11th March 1915, 154-7.
- British prisoners in, reprisals on : 310-11, 396, 410-12, 445.
 - Debate in House of Commons, 426-34.
 - Debate in House of Lords, 412-21.
 - List of officers, 410-12.
 - Treatment, report by American Ambassador at Berlin, 453-4.
- Burg, treatment of British prisoners under reprisals at, 453-4.
- Cotton supplies, 384-5.
- East Prussia, *see that title*.
- Essen railway and station, French air raid, 209.
- Export trade, Herr Ballin on, 340.
- Fleet :
 - Rt. Hon. H. H. Asquith on, 5.
 - Baltic operations, 260-5, 334.
 - Bombardment of Libau, 265.
 - alleged Cruiser in the North Sea, 398, 409-10.
- Losses :
 - Dresden* sunk, 171-7.
 - Karlsruhe*, reported sunk, 203.
 - at Kiao-Chau, 273.
 - Magdeburg*, 262.
 - Submarines, in the Baltic, 264.
 - U 8* sunk in the Channel, 48-9.
 - U 12* sunk by H.M.S. *Ariel*, 100.
 - U 20*, 214-16.
- Operations off Courland Coast, 206, 207.
- Submarines :
 - Attack on, by French ship off Dieppe, 267.
 - in the Baltic, 263-4.
 - Blockade of Great Britain.

DOCUMENTARY HISTORY—NAVAL

Germany (*continued*) :Fleet (*continued*) :Submarines (*continued*) :

Hit by French warship in the Channel, 46.

Rewards for destruction, 107, 108.

Sinking of, by merchant ships, claims, 108.

Special treatment of prisoners in Great Britain, *see under* Great Britain.

Use of torpedoes becoming floating mines, 333.

Warfare, M. Augagneur on, 47-8.

Freiburg (Breisgau) barracks and station, French air raid, 209.

Government, protest against British seizure of S.S. *Paklat*, and British reply, 74-7.

Magdeburg, treatment of British prisoners under reprisals on, 453-4.

Naval Attaché at Washington, *see* Boy-Ed, Capt.

Royal Order of the House of Hohenzollern, Cross with Swords of Grand Commander, conferred on Admiral von Tirpitz, 408.

Shipping, Herr Ballin on, 346.

Ships :

in British ports, use of, 106-7.

Detained or captured by Russian Naval authorities, 293.

Detained or captured by French Naval authorities, 469-70.

Detained or captured at sea by H.M. Armed Forces, 291, 471.

Steamers detained in India, use of, 385.

Staats Zeitung, on sinking of S.S. *Falaba*, 236.

Supplies to, through neutral countries, 439-40, 440.

Ultimatum to Belgium, time of presenting, 190.

Ghent, *see under* Belgium.

Gibson, Capt. H., S.S. *Homer*, encounter with submarine, 322-3.

Gillespie, Ch. E.-R. Art. W., awarded D.S.M., 287.

Gits, *see under* Belgium.

Glasgow, H.M.S., sinking of the *Dresden* by, 171-7.

Gloria, Swedish S.S., seizure by Germans, 189.

Gloucester, H.M.S., chase of the *Goeben*, 463-4.

518.

Glover, Signalman Frank, awarded D.S.M., 289.

Godfrey, Capt. W. W., mentioned in despatches, 113.

Godwin, Lieut. Claude, H.M.S. *Majestic*, and destruction of *E 15*, 367.

Goeben, German cruiser : 467.

in the Black Sea, 313.

Chase by H.M.S. *Gloucester*, 463-4.

Damaged by mines in Bosphorus, 317.

Goliath, H.M.S., 465, 466.

Goldstone, F. W., M.P., question *re* R.N.R. engineering branch, 41.

von der Goltz, Field-Marshal, on Turkish artillery defending the Dardanelles, 266.

Good Hope, H.M.S., position of widows of men lost in, 55-6.

Goodwin, Harry, Ipswich, damage to house in Zeppelin raid, 456-7, 459.

Gopal, inquiry held into loss of, 154.

Gordon, A. C., on Committee *re* compensation to seamen for loss of effects, 397-8.

Goschen, Lieut., Grenadier Guards, German reprisals on, 411.

Gothland Island, affair between Russian and German ships, 261.

Gough, Midshipman Harold Brantnall, H.M.S. *Bayano*, loss of, 159.

Grace, William R., Co., New York, *Charcas* owned by, sunk by *Prinz Eitel Friedrich*, 166.

Grant-Dalton, Capt. Hubert, C.B., promotion to Rear-Admiral, 468.

Grasshopper, H.M.S., Dardanelles operations, 141.

Graves, Lieut., Roy. Scots, German reprisals on, 411.

Great Central Railway, S.S. *Wrexham* owned by, chased by submarine, 98.

Great Britain and Ireland :

Admiralty :

Communiqués to Press, time of issue, etc., 54, 181-2.

Contractors, German draftsman in employ of, 36.

Letters of approbation to officers, 467.

Monthly Orders, 294-307, 472-503.

Naval Salvage Money, notice of intended distribution, 461.

Notices to Mariners :

Caution when approaching British ports, 317-21.

Closing of ports, 317-21.

Dee River, restriction of navigation,

315.

INDEX

Great Britain and Ireland (continued) :

Admiralty (continued) :

Notices to Mariners (continued) :

Dover Straits, light vessels and traffic regulations, 213-14, 218-19.

Examination service, 318-21.

Humber River, pilotage, 79-80.

North Sea, caution with regard to mined areas, 32-4.

North Sea, River Thames and English Channel, lights, light vessels, and pilotage, 77-9.

North Sea, River Thames, English Channel, pilotage, 221-3.

Pilotage stations established at certain ports on account of defensive mine-fields, 34-5, 325-6, 462-3.

Portland Harbour, restriction of navigation, caution *re* target practice, 220-1, 313-14.

Sweeping operations, 321.

Aerial Navigation, *see that title*.

Ambassador in U.S.A., *see* Rice, Rt.

Hon. Sir Cecil Spring.

American Ambassador, *see* Page, W. H.

Annitsford, Zeppelin raid, 352.

Anti-Aircraft Corps, constitution of, 385-6, 435.

Army :

Optical instruments, supply of glass, 436.

Proficiency pay, non-granting of, for previous service in Navy, 442.

Relations between Military and Naval Forces acting together, Army Act Amendment, 44-5.

Bath, Order of the :

First Class, exclusion of Royal Marine officers from, speeches in the House of Lords, 28-32.

Appointments to, 286, 288, 290, 463-4.

Beachy Head :

German submarines off, 211, 216, 268, 312, 315, 344, 376.

Light vessel, 77.

Blyth, Zeppelin over, 351-4.

Board of Trade :

Committee *re* compensation to seamen for loss of effects, 397-8.

Inquiries into Shipping Casualties abroad, 154.

Insurance of merchant seamen's effects, 12.

Great Britain and Ireland (continued) :

Bristol Channel, German submarine at mouth of, 188.

British Ships (Transfer Restriction) Bill, second reading, 81-2.

Bury St. Edmunds, Zeppelin raid, 457-8, 459-60.

Canterbury, German aeroplane over, 361.

Chatham, Naval Detention Barracks, German submarine prisoners at, and treatment of, 444-5, 454-5.

Chilean Minister, *see* Edwards, Agustin.

Choppington, Zeppelin raid, 352, 353.

Clacton-on-Sea, Zeppelin over, 358.

Coastguard ratings :

Promotion, 54-5.

Specially advanced afloat, Admiralty Order, 489-90.

Conspicuous Gallantry Medal, awards, 289, 466.

Consul-General for Montenegro, *see* Parkington, Sir J. Roper.

Contraband, raw cotton and yarns question, 349-50, 373.

Cramlington, Zeppelin raid, 354.

Cresswell, S.S. *Invergyle* torpedoed off, 189.

Customs (War Powers) Bill, second reading, House of Lords, 178-9.

Deal, German aeroplane over, 361, 362.

Dee River, restriction of navigation, 315.

Defence of the Realm (Consolidation) Regulations, 1914, amendments, 472-82.

Defence of the Realm Regulations, trial for offences against, 475-82.

Devonport :

Deck hands employed on dredging plant, pay, 390.

Detention Barracks, German submarine prisoners at, 444-5.

Hopper barges employed in mine-sweeping, pay, etc., of men, 388.

Naval Stores Department, additional hired writers, pay, 438-9.

Royal Naval Barracks, position of civilian pensioners employed at, 446.

Distinguished Service Cross, awards, 225, 287, 288, 291, 465-6.

Distinguished Service Medal, awards, 287, 289, 466-7, 467-8.

Great Britain and Ireland (continued) :
 Distinguished Service Order, appointments to, 287, 377, 464-5.
 Dover, Pilot Station, discontinuance, 78.
 Downs, The, pilotage, Admiralty notices, 77-9, 222.
 Dudley, Zeppelin raid, 354.
 East Coast, Zeppelin raids, 356-61.
 Eastern Counties :
 Air raid insurance, 460.
 Zeppelin raid, 455-60.
 Eddystone, German submarine off, 334.
 Embassy at Washington, memorandum from U.S.A. Department of State *re* the *Prinz Eitel Friedrich*, 168-9.
 Enemy aliens and strikes, 376.
 Enemy ships :
 Employment and control, 106-7, 394-5.
 Freight charges, 43-4, 375-6.
 Factories and Workshops :
 Particulars of output, D.O.R.A. Regulation, 473.
 Taking possession of, and control by Admiralty or Army Council, D.O.R.A. Regulation, 473-4.
 Faversham, aeroplane raid, 361-2.
 Felixstowe, King's visit to the Fleet, 217.
 Fishing vessels, number sunk and captured since beginning of war, weekly summary, 187, 211.
 Fleet :
 Alleged hiding of, 409-10.
 Bombardment of Zeebrugge, 311.
 Losses :
 1815-40, list of ships with no minutes of court-martial, 53-4.
 Bayano, torpedoed, 158-60.
 E 15, on Kephz Point, 365-8.
 Irresistible, mined at Dardanelles, 133, 134, 140, 142.
 Niger, 39-40.
 Ocean, mined at Dardanelles, 127, 130, 133, 134.
 Visits from the King : 1, 217.
 Message to Admiral Sir John Jellicoe on return, 1.
 Forth, Firth of :
 Navigation (and pilotage), Admiralty notice, 462.
 Pilotage, Admiralty notices, 34-5, 325.

Great Britain and Ireland (continued) :
 German submarine blockade :
 Mr. Asquith on, 4-8.
 British Government's statement, 5-7.
 Mr. Bonar Law on, 10-11.
 Results, 21st Jan.—3rd March 1915, 97-9.
 Government, agreement *re* supplies of stores, etc., to Allied Naval Forces, 503.
 Great Yarmouth, pilotage, Admiralty notice, 77-9, 222.
 Harwich :
 King's visit to the Fleet, 217.
 Zeppelin over, 356, 358.
 Hastings, German submarine off, 100, 188.
 Hebburn, Zeppelin raid, 351, 355.
 Henham Hall Hospital, Zeppelin raid, 356, 357, 360.
 Heybridge, Zeppelin raid, 358.
 Hopper barges employed in mine sweeping, pay, etc., of the men, 388.
 Hospital ships, submarine attacks on, 98, 106.
 House of Commons, debates :
 Naval Discipline Bill, 56-72, 83-97.
 Naval Marriages Bill, 73.
 Treatment of submarine prisoners, 422-4, 426-34.
 House of Lords, debates :
 Naval Discipline Bill, second reading, 143-8.
 Naval Marriages Bill, second reading, 51, 148.
 Prize Claims Committee, 151-4.
 Treatment of submarine prisoners, 412-21.
 Humber River, pilotage, Admiralty notice, 79-80.
 Ilfracombe, German submarine off, 49, 188.
 Inishturk, S.S. *Atalanta* torpedoed off, 177.
 Ipswich, Zeppelin raid, 455-7, 459.
 Kent, aeroplane raid, 361-2.
 Kerry coast, German submarine off, 461-2.
 Killingworth, Zeppelin raid, 352.
 Land's End, German submarine off, 228.
 Lerwick explosion, 350, 351, 395.
 Liverpool, German submarine off, 188.
 Lowestoft, Zeppelin raid, 356-60.
 Maldon, Zeppelin raid, 358, 360-1.

INDEX

Great Britain and Ireland (continued) :

- Mercantile Fleet Auxiliaries, clothing gratuities, Admiralty Order, 490.
- Mercantile Marine :
 - Board of Trade Committee *re* compensation to, for loss of effects, 397-8.
 - Government compensation scheme, 39, 42-3.
 - Insurance of effects, 12, 39.
 - Sailors, shortage of, 107.
- Merchant Ships, etc. :
 - Attacks by submarines, 10th to 15th March 1915, 188-9.
 - Cargo ships, shortage of, and preventing of carrying of goods for enemy countries in, 52-3.
 - Detained, captured, or destroyed, numbers :
 - 1793-1814, 184-5.
 - up to 10th March 1915, 185.
 - Disasters to, publication of news, 104-5.
 - List of, whose cargoes or part of them, have been detained, 292, 293, 470, 471.
 - Losses :
 - 21st Jan. to 3rd March 1915, by torpedoing, 97-9.
 - Acaniha*, torpedoed, 315-16.
 - Adenwen*, torpedoed, 215.
 - Aguila*, torpedoed, 228, 229.
 - Andalusian*, torpedoed, 210 *note*.
 - Atalanta*, torpedoed, 177.
 - Baroda*, 154.
 - Batiscan*, 154.
 - Bengrove*, torpedoed, 49, 188.
 - Blackwood*, torpedoed, 100, 188.
 - Blue Jacket*, torpedoed, 211.
 - Cairntorr*, torpedoed, 211.
 - Clan Stuart*, 154.
 - Concord*, torpedoed, 211
 - Corra Lynn*, 154.
 - Crown of Castille*, torpedoed, 268.
 - Dulwich*, sunk by *U 16*, 227.
 - Emma*, S.S., torpedoed, 268.
 - Falaba*, 164, 168, 228-9, 229, 250.
 - Fingal*, torpedoed, 177, 210 *note*.
 - Five steamers, torpedoed, 170-1.
 - Flaminian*, S.S., torpedoed, 268.
 - Florazan*, torpedoed, 210 *note*.
 - Gopal*, 154.
 - Guadeloupe*, sunk by *Kronprinz Wilhelm*, 143.
 - Haridale*, torpedoed, 210 *note*.

Great Britain and Ireland (continued) :

- Merchant Ships, etc. (continued) :
 - Losses (continued) :
 - Headlands*, torpedoed, 210 *note*.
 - Indian City*, torpedoed, 189, 210 *note*.
 - Inquiries into casualties abroad, 154.
 - Invergyle*, torpedoed, 189, 210 *note*.
 - Kildallon*, sunk by *Prinz Eitel Friedrich*, 166.
 - La Correntina*, 436.
 - Leeuwarden*, S.S., sunk by submarine, 210.
 - Lockwood*, torpedoed, 312.
 - Muriel*, 154.
 - Norfolk*, 154.
 - Northlands*, torpedoed, 315.
 - Olivine*, torpedoed, 315.
 - Oriole*, torpedoed, 422.
 - President*, 334.
 - Princess Victoria*, torpedoed, 100, 182, 188.
 - Seven Seas*, torpedoed, 312.
 - Southport*, torpedoed, 267.
 - Steam trawlers, torpedoed, 312.
 - by Submarines, outside North Sea, numbers for Feb.-April, 446.
 - Tangistan*, torpedoed, 100, 188.
 - Vanilla*, trawler, torpedoed, 369-70.
 - Vosges*, 224-6.
 - Weekly summaries, 185-6, 210, 188.
 - Submarine attacks, information not to be given as to numbers, 376.
 - Torpedoed, confiscation of German and Austrian ships for, question of, 393.
 - in War service, rates, 378-80.
 - Middlesbrough, Swedish S.S. *Sir Ernest Cassel*, taken into, 348-9.
 - Milford Haven, inquest on bodies recovered from S.S. *Falaba*, 238.
 - Moray Firth, pilots, Admiralty notices, 35, 325, 462-3.
 - Naval Attaché, Japan, *see* Brand, Capt. Hubert G.
 - Naval Discipline Bill :
 - Second reading, debate in House of Commons, 56-72.
 - in Committee, 83-97.
 - Second reading in House of Lords, 143-8.
 - Naval Marriages Bill :
 - Second reading, House of Commons, 73.

Great Britain and Ireland (continued) :

- Naval Marriages Bill (*continued*):
 Second reading, House of Lords, 148-51.
 Naval Prize Bounty Money, Order in Council; 24-5.
 Newcastle, Zeppelin near, 354-5.
 Newhaven, German submarine off, 211.
 North-East Coast, Zeppelin raid, 351-5.
 North Shields, survivors from S.S. *Fingal* landed at, 177.
 Northumberland Coast, German submarine off, 177.
 Office of Works Staff in Anti-Aircraft zone, 385-6.
 Orders in Council:
 Blockade of Germany, 11th March 1915, 154-7.
 Dental surgeons in R.N.V.R., 26-7.
 Motor service in the Navy, pay, 452-3.
 Naval Intelligence officer, Jamaica, special pay, 451-2.
 Probationary Sub-Lieutenants, Royal Marines, pay, 212-13.
 Royal Marines, temporary officers' pay, 160-1.
 Sick berth staff, Shotley, allowances, 161-2.
 Osborne College, sickness at, and steps taken, 2-3.
 Patriotism of workers, etc., Rt. Hon. H. H. Asquith on, and appeal to, 8-9.
 Pembroke, sinking of S.S. *Aguila* off, 228.
 Pigeons caught at sea, rewards for bringing in, Admiralty Order, 294.
 Pilotage certificates, holding of, by aliens, debate in House of Lords, 101-3.
 Pilots killed or injured by mines, etc., position *re* compensation, 50-1.
 Portland Harbour, restriction of navigation, caution *re* target practice, Admiralty notices, 220-1, 313-14.
 Portsmouth, German submarine off, 334.
 Prisoners of war, accommodation in steamships, 43, 182-4, 392-3.
 Prize Claims Committee:
 House of Lords debate, 151-4.
 Questions and answers in the House *re*, 448-50.
 Prize Courts:
 Ships whose cargoes, or part of them, have been detained, 292, 293, 470-1.

Great Britain and Ireland (continued) :

- Prize Courts (*continued*):
 Vessels detained, or captured at sea by H.M. Armed Forces, 291, 294, 470, 471.
 Prize money, House of Lords' debate, 151-4.
 Promotions, appointments, honours and rewards, 286-91, 463-9.
 Proposal to, by U.S.A. under consideration, 7.
 Residence in particular locality, D.O.R.A. Regulations, 474.
 Responsibility for war, Herr Ballin on, 339.
 Rosyth, payment of joiners, 438.
 Royal Dockyards:
 Blockmakers' wages, 381.
 Bricklayers' wages, 381-2.
 Civilian pensioners, 446.
 Deck hands employed on dredging plant, pay, 390.
 Increased pay, payment of arrears, 424-5.
 Masons and bricklayers, non-increase of rates to, 38.
 Pay and privileges, 381.
 Pensioners, bonus question, 386-7.
 Railway passes for men employed away from homes for three months, 381, 388-9.
 Subsistence allowance to men working outside home yards, 382.
 Timekeepers' pay, 437-8.
 Yard-craft men, position of, 446-7.
 Royal Fleet Reserve, war retainers, 296-7.
 Royal Marine Brigade, Commissions, 191.
 Royal Marines:
 Band ranks and buglers, efficiency and musical proficiency allowances and fire control, Admiralty Order, 488-9.
 Detention after expiry of period of service, position, 40.
 Officers:
 Exclusion from First Class of Order of the Bath, speeches in the House of Lords *re*, 28-32.
 Income tax, 302-3.
 Position of, the Earl of Selborne on, 31-2.
 Unemployment, motion in House of Lords *re* withdrawal, 370-3.

INDEX

Great Britain and Ireland (continued) :

- Royal Marines (continued) :
 - Probationary or temporary second lieutenants, increase of pay, Admiralty Orders, 482-3.
 - Probationary sub-lieutenants, pay, Order in Council, 212-13.
 - Temporary officers, pay, Order in Council, 160-1.
- Royal Naval Division :
 - Appointments, 286.
 - Commissions, 191.
 - Marine Brigade, operations at Dardanelles, 15.
- Royal Naval Ordnance Establishments, commissions to men in, 38.
- Royal Naval Reserve :
 - Acting and temporary officers, relative rank, 296.
 - Allotments and Separation Allowance of men undergoing detention or in debt, Admiralty Order, 491.
 - Bonus, 2.
 - Engineer officers, non-calling up for service in Royal Navy, 36-7.
 - Engineering branch, employment in H.M. ships, 41.
 - Engineering staff, conditions of service, dissatisfaction question, 41-2.
 - Non-substantive ratings, payment, 297.
- Officers :
 - in Auxiliary Patrol Service, navigating allowance, Admiralty Order, 483-4.
 - Decoration, 291.
 - Examination for Mercantile Marine Certificates whilst on active Service, Admiralty Order, 484.
 - Income tax, 302-3.
 - Present time in active service as qualifying for annual retainer, 51.
 - Regulations (Officers) amendments, 305-6.
 - Retainer, 42.
- Skippers :
 - Allowances when embarked in torpedo craft, 296.
 - Clothing, 296.
 - Signal boys, drafting of, 299.
 - Sub-Lieutenants and midshipmen, promotion, Admiralty Order, 484-8.
 - Temporary commissions, 286, 290, 291, 468, 469.

Great Britain and Ireland (continued) :

- Royal Naval Reserve (continued) :
 - Trawler Section :
 - Kit, 297.
 - Local enrolment to fill vacancies, 297-9.
 - Men lent to, Admiralty Order, 489.
 - Regulations, amendments :
 - Clothing allowance, 306-7.
 - Clothing gratuity, 306.
 - War retainer, 296-7.
- Royal Naval Volunteer Reserve :
 - Dental Surgeons in :
 - Establishment of rank, Order in Council, 26-7.
 - Uniform, Admiralty order, 488.
 - Non-substantive ratings, payment, 297.
 - Officers' income tax, 302-3.
 - Surgeon-Probationers, examination leave, 296.
 - Surgeons, promotion to staff surgeon, qualification, 296.
- Royal Navy :
 - Allotments :
 - of Men undergoing detention, or in debt, Admiralty Order, 490-1.
 - Weekly payment of, Admiralty Order, 491-7.
 - Armed merchant cruisers, seaworthiness, 40-1.
 - Auxiliary S. B. Reserve, promotion to Senior Reserve Attendant, qualifications, etc., 299.
 - Bodies of deceased warrant officers and men, free conveyance, Admiralty Order, 499-500.
 - Caning, amendment to Regulations, 504.
 - Casualties, from commencement of war to 31st March 1915, 393-4, 448.
 - Corporal punishment, debate on clause in Naval Discipline Bill, 95-7.
 - Courts-martial, place for holding, debates on Clause 8 of Naval Discipline Bill, 62-3 69-70, 72, 86-8, 145.
 - Discipline on hired ships in time of war, debates on Clause 14 of Naval Discipline Bill, 66-7, 88-9, 146.
 - Dismissal in addition to imprisonment, debates on Clause 6 of Naval Discipline Bill, 61-2, 85-6.
 - Emergency engineering duties, Order in Council, 25-6.

Great Britain and Ireland (continued) :

- Royal Navy (*continued*) :
 Engineer-lieutenants, pay, 36.
 Engineering, specialisation in, Admiralty Order, 482.
 Funeral arrangements in cases of doubtful identity, 302.
 Illegitimate children, stoppages for support of, question of, 377-8.
 Lieutenants, promotion of mates to, Admiralty Order, 483.
 Lieutenants (E), appointment and qualification as during the war, 295.
 Lieutenants-Commander :
 Position of, 387-8.
 on the Supplementary List, pay, 294-5.
 Meat supplies, 450-1.
 Medical consultants, 425.
 Medical officers :
 Re-employed, pay, 378.
 Reserve of, equipment allowance, 295.
 Mercantile Fleet Auxiliaries :
 Calculation of wages, 299-300.
 Store allowances, 300-1.
 Motor services, pay, 452-3.
 Offences punishable under the Naval Discipline Bill, debates on Clause 3, 60, 69, 84-5.
 Officers :
 Income tax, 302-3.
 Mess stock, insurance, Admiralty Order, 500-2.
 Retired, war service and pensions, 105-6.
 Shore appointments, 105.
 Optical instruments, supply of glass, 435-6.
 Payment for supplies of stores, etc., to Allied Naval Forces, Admiralty Order, 503.
 Petty officers, advancement to, without educational test, Admiralty Order, 488.
 Prisoners of war on H.M. ships, messing allowances, 305.
 Prize bounties, 24-5, 180.
 Prize money, 104, 378.
 Punishment for absence without leave, Naval Discipline Bill, 60, 84, 144.
 Punishment for striking, etc., superior officer, debates on Naval Discipline Bill, 56-60, 68, 83-4, 86, 143.

Great Britain and Ireland (continued) :

- Royal Navy (*continued*) :
 Promotions, 289-90, 290, 377, 469.
 Railway warrants :
 Admiralty Order, 498.
 Authorised forms, 301.
 Leave in lieu of Christmas leave, 302.
 for Seamen in cases of sickness, etc., at home, 302.
 Recommendations for advancement and special advancement (Admiralty Order), 305.
 Relations between Military and Naval Forces acting together, Army Act Amendment, 44-5.
 Religious ministrations, basis of payment, 301.
 Retired captains, employed during war, promotion on retired list, 350.
 Revival of parts of Naval Discipline Act, debates on Clause 15 of Naval Discipline Bill, 67, 70-1, 89-93, 146, 147, 148.
 Rum consumption, 380.
 Separation allowance :
 Increase of rates for children, 301-2.
 Increases, Admiralty announcement, 157-8.
 of Men undergoing detention, or in debt, Admiralty Order, 490-1.
 Ship's Fund, instructions *re*, 303-5.
 Sick berth staff, Shotley, allowances, Order in Council, 161-2.
 Special Intelligence Officer, Jamaica, special pay for, 451-2.
 Stoker ratings :
 Position *re* promotion, 389.
 Promotion to warrant rank, 37.
 Submarines, extra war emergency comforts for, Admiralty Order, 502-3.
 Supplementary lieutenants joined in 1895 and 1898, position of, 387.
 Support to France, time of conveying decision, 190.
 Temporary chaplains, messing allowance, 295.
 Trawlers, allowance for charge of stores in, 300.
 Trawlers and drifters, travelling facilities when proceeding on leave, Admiralty Order, 499.
 Uniform, Admiralty Order, 488.

INDEX

Great Britain and Ireland (*continued*) :

Royal Navy (*continued*) :

Warrant Officers :

Pay, 390-1.

Separation Allowance question, 38-9, 390-1.

Widows of men dying between 4th Aug. and 21st Sept., position of, 55.

Widows of men lost in H.M.S. *Good Hope*, position of, 55-6.

Writers, position of, 440-2.

St. Helens (I.W.) pilot station, discontinuance, 78.

Saint Michael and Saint George, Order of, Hon. Knights Grand Cross, 468-9.

Scapa Flow, navigation and pilotage, Admiralty notices, 35, 325, 463.

Scarborough, German submarine off, 188.

Scottish estuaries, position *re* yachting, etc., in, 447-8.

Sheerness, German aeroplane over, 361.

Sheppey, Isle of, German aeroplane over, 361.

Shields, German submarine off, 312.

Ships at Newport News, detention, 164-5.

Shipping to Holland, stopping of, 396-7, 412.

Shotley :

Naval barracks, King's visit, 217.

Sick berth staff, allowances, Order in Council, 161-2.

Sittingbourne, aeroplane raid, 362.

Southwold, Zeppelin raid, 356-60.

Start Point, German submarines off, 143, 312.

Submarine prisoners in, special treatment of :

Admiralty announcement, 99.

American report, 454-5.

Debates in House of Commons, 422-4, 426-34.

Debate in House of Lords, 412-21.

Exchange of notes with German Government, 308-10.

Questions and answers in the House *re*, 444-5.

Reprisals, *see* British prisoners in, *under* Germany.

Swansea, shipment of petrol at, by neutral ship, 178, 179, 189-90.

Thames River :

Admiralty notice, 79.

Pilotage, Admiralty notices, 77-78, 222-3.

Great Britain and Ireland (*continued*) :

Trade and manufacture, burden on employers and employed, Rt. Hon. H. H. Asquith on, 8.

Transmission of letters, etc., except by post, D.O.R.A. Regulation, 475.

Transmission of letters, etc., in invisible ink, D.O.R.A. Regulation, 475.

Travellers to Holland, regulations for, 23-4.

Trawlers (H.M.) :

Allowances, etc., 42.

Coxswains, food supplies, 42.

Requisitioning of, for mine-sweeping, 51-2.

Trinity House pilot stations, 78.

Tyne River, examination service vessels, original cost, rates of hire, etc., 383.

U.S.A. proposal to, under consideration, 7.

Unoccupied premises, taking possession of, by Admiralty or Army Council, D.O.R.A. Regulation, 473.

Victoria Cross, award, 464.

Wallsend, Zeppelin raid, 351-5.

War Department vessels, wages of crews, 382-3.

Wells, Zeppelin over, 358.

Wireless telegraphy, D.O.R.A. Regulation, 474-5.

Wrentham, Zeppelin raid, 357, 360.

Great Emperor, trawler, employment in Tyne examination service, 383.

Great Yarmouth, *see under* Great Britain.

Greece :

Kalamuti Bay, destruction of the *Timur Hissar* in, 364-5.

Mitylene, telegraph stations, etc., near, destruction by H.M.S. *Sapphire*, 123.

Ships :

List of, whose cargoes, or part of them, have been detained, 292, 472.

Losses :

Ellisfontos, torpedoing of, 362-4.

Takssiara, S.S., 50.

Green :

Eng.-Comdr. D. P., H.M.S. *Lion*, promotion to Engineer-Captain, 377.

Sir F., at presentation to captain of S.S. *Thordis*, 332.

Third Writer H. C., awarded D.S.M., 288.

Green (continued) :

Capt. John Richard, R.N.R., D.S.O.,
S.S. *Vosges*.

Escape from submarine, 223-6.

Granted commission as Lieutenant,
R.N.R., and awarded D.S.O., 225.

Rewarded for conduct in attack by
submarine, 437.

Grenfell, Lord, on treatment of prisoners,
414-15.

Grey :

Rt. Hon. Sir Edward, M.P., Secretary
of State for Foreign Affairs :

Notes exchanged with Chilean Minis-
ter *re* sinking of the *Dresden*, 173-7.

Replies to questions in the House :
Armed German cruisers' repairs
in neutral ports, 384.

Copra cargoes and international
trade, 374-5.

Cotton, non-declaration as contra-
band, 350, 373.

Cotton supplies to Germany and
Austria, 384-5.

France, British Naval support,
time of conveying decision, 190.

Reprisals on prisoners in Germany,
421.

Supplies to Germany, 440.

Treatment of prisoners by Turks,
443-4.

Reply to German note *re* seizure of
S.S. *Paklat*, 75-7.

Responsibility for war, Herr Ballin on,
339.

Capt. Robin, R.F.C., German reprisals
on, 410.

Griffin, A.B. H. F., awarded D.S.M., 287.

Grogan, Rear-Admiral (ret.) William John,
appointment as temp. Captain, R.N.R.,
286.

Guadeloupe, S.S., sunk by the *Kronprinz
Wilhelm*, 143.

Guépratte, Contre-Amiral E. P. A. : 140.
Created Commander, Legion of Honour,
451.

at the Dardanelles, 13-14, 113, 115, 128,
129.

Gulflight, American S.S., Germany to
pay indemnity for damage to, 443.

Gurkha, H.M.S., *U 8* destroyed by, 49.

Haggard, Lieut. Geoffrey Arthur Gordon,
A. E. 2, taken prisoner by Turks, 455.

526

Hague Convention :

Art. 1, German breach of, 333.

Art. 4, alleged violation of, by seizure
of German S.S. *Paklat*, and British
reply, 74-7.

Great Britain not to repudiate, 82.

Haldane, Viscount, K.T., on Naval Dis-
cipline Bill, 85, 147-8.

Hamakaze, Japanese destroyer, 283.

Hamidieh, Turkish cruiser injured by
mine in the Bosphorus, 317.

Hamidieh Forts, *see under* Gallipoli Penin-
sula and Turkey-in-Asia.

Hamilton :

Sir Ian :

Gallipoli operations under, 399.

Message from the King, 406.

Lieut., Gordon Highrs., German re-
prisals on, 411.

Mr., Collector, Newport News, 165.

Hanna, Swedish S.S., torpedoed, 210.

Hansen, Lieut.-Comdr. Claus, *U 16*, in-
terview with, 227-8.

Harbury, S.S., copra cargo, 373-4.

Harcourt, Rt. Hon. L., on enemy
steamers interned on West Coast of
Africa, 185.

Hardinge, H.M.S., 466.

Hardy, Stkr. P.O. T. W., awarded D.S.M.,
287.

Harpalion, S.S., 328.

Harpalyce, Belgian relief ship, sinking
of, by submarine, 326-9.

Harris, Lord, 362.

Harrison :

Gunner Richard, H.M.S. *Bayano*, loss
of, 159.

Quartermaster, S.S. *Falaba*, account of
sinking of ship, 232.

Harrison, J. and C. (Ltd.), sinking of the
Harpalyce, owned by, 326-9.

Hartdale, S.S. :

Sunk by torpedo, 189, 210 *note*.

Testimony to conduct in attack by
submarine, 437.

Harwich, *see under* Great Britain.

Hasidate, Japanese coast defence boat,
282.

Hastie, R., and Sons, North Shields, S.S.
Alex. Hastie, owned by, approached by
submarine, 98.

Hastings, *see under* Great Britain.

Hatana, Japanese battle cruiser, 281.

Havre, *see under* France.

Hawaii, German ships at, 277.

INDEX

Hawke, H.M.S., 215.

Hay, Lieut. Ivan, 5th Lancers, German reprisals on, 411.

Hazlemoor, Runciman line, S.S., grain cargo, destination, 439-40.

Headlands, S.S., sunk by torpedo, 188, 210 note.

Healy, T. M., M.P. :
on Naval Discipline Bill, 63, 70-2, 85, 87, 89-92, 94.
on Statute Law Revision, 70-1, 89-92.

Hearn, Lieut.-Comdr., Assessor at investigation into loss of the S.S. *Falaba*, 245.

Hebburn, see under Great Britain.

Heibeli Ada, Turkish ship, sunk by Russians, 50.

Heindal, Swedish S.S., 189.

Heligoland Bight, British submarines in, and alleged loss of one, 369.

Helm, Rear-Admiral, U.S. ship *Alabama*, 166.

Helmuth, H.M.S., at Dar-es-Salaam, 466.

Henham Hall, see under Great Britain.

Henri IV., French ship, sent to the Dardanelles, 128, 129.

Heriot, Major G. M., D.S.O., H.M.S. *Vengeance*, mentioned in despatches, 111.

Herland, Capt., S.S. *Cushing*, 443.

Hermes, Russian sailing ship, sinking of, by torpedo, 315.

Heybridge, see under Great Britain.

Hickman, Lieut., 4th Roy. Irish Dragoons, German reprisals on, 411.

Hill :
Ch. E.-R. Art. 2nd Cl. John George, awarded D.S.M., 289.
Eng.-Lieut.-Comdr., H.M.S. *Laertes*, noted for early promotion, 377.

Hinds, J., M.P., question re S.S. *Clan Macnaughton*, life-saving apparatus, 41.

Hinoki, Japanese destroyer, 283.

Hirado, Japanese cruiser : 270, 282.
in the Indian Ocean, 274.
in the South Seas, 276.

Hiyei, Japanese battle cruiser : 281.
in the Pacific, 276.

Hizen, Japanese ship, on western coast of America, 277, 281.

Hoboken, see under Belgium.

Hogge, J. M., M.P., question re consumption of rum in the Navy, 380.

Hogue, H.M.S., 215.

Holland :

Flushing, German S.S. *Main* at :
Departure to Antwerp, 348.
Secret wireless installation on, 347-8.
Ports, German action against navigation to and from, traffic not affected by, 201.
Shipping to Great Britain, stopping of, 396-7, 412.

Ships :

Detained or captured by French Naval authorities, 469-70.
Detained by H.M. Armed Forces, 470.

Ships :

List of, whose cargoes, or part of them, have been detained, 292, 476, 472.

Losses :

Amstel, S.S., mined, 229.
Katwyk, torpedoed, 342-7.
Medea, S.S., sunk by submarine, 216, 343, 344.
Schieland, torpedoed, 344.

Seizure by Germans, 198-202.

Terneuzen, passengers of Dutch ship *Batavier V.* taken to, 199.

Travellers to, from Great Britain, regulations for, 23-4.

Holt, R. D., M.P., question re disasters to trading vessels, publication of news, 104-5.

Homer, steam tug, encounter with submarine, 322-3.

Hood, Rear-Admiral the Hon. Horace, report re sinking of the *U 8*, 49.

Hope, Capt. George Price Webley, appointment as Naval Aide-de-Camp to H.M. the King, 290.

Hopper, Police-Constable, 362.

Horwood, Henry, 1st Engineer, *Harpylyce*, escape through skylight, 327, 328.

Hose, Comdr. Walter, *Rainbow*, attached to Japanese squadron on western coasts of America, 277.

Houldsworth, Lieut., Gordon Highrs., German reprisals on, 411.

Hoult, Messrs. Joseph, and Co., S.S. *Bengrove* owned by, torpedoed off Ilfracombe, 49.

House of Commons, see under Great Britain.

House of Lords, see under Great Britain.

- Houston, R. P., M.P.**, questions in House: Employment and control of enemy ships, 394-5.
S.S. *Van Dyke*, 184.
- Huddy, Lieut. John**, H.M.S. *Bayano*, loss of, 158.
- Hughes, Ch. E.-R. Art. 1st Cl. E. R.**, awarded D.S.M., 287.
- Hull and Netherlands Steamship Co.**, Hull, S.S. *Kirkham Abbey* owned by, chased by submarine, 98.
- Humber River**, see under Great Britain.
- Humble, Engineer Edward Wm. George**, H.M.S. *Bayano*, loss of, 159.
- Hungarian Prince*, S.S., German submarine attempted attack on, 98.
- Hutchison, Sick Berth Attdt. C. S.**, awarded D.S.M., 288.
- Hutchison, Messrs. J. and P.**, Glasgow, S.S. *Aialanta* owned by, torpedoed, 177.
- Hylton, Lord**, on treatment of prisoners, 416-17.
- Hyndford*, S.S., torpedoing of, off Beachy Head, 210.
- Hyuhga*, Japanese battleship, 283.
- Ibuki*, Japanese battle cruiser: 281.
Convoying of Dominion transports in the Indian Ocean, by, 274.
- Ikoma*, Japanese battle cruiser: 281.
in the Indian Ocean, 274.
- Ifracombe**, see under Great Britain.
- Implacable*, H.M.S., sent to Dardanelles, 126, 129.
- Inchcape, Lord**, Chairman P. and O. Co. and British India Co.:
at Presentation to captain of S.S. *Thordis*, 332-3.
Settlement of rates of hire for merchant ships in war service, 380.
- Indefatigable*, H.M.S., Dardanelles operations, 110.
- India**, enemy ships in employment, 385, 395.
- Indian City*, S.S., sunk by torpedo, 188-9, 210, note.
- Indian Ocean**, Japanese Navy in, 274.
- Indomitable*, H.M.S., Dardanelles operations, 110.
- Indus*, position of civilian pensioners employed in, 446-7.
- Infexible*, H.M.S., Dardanelles operations, 15-16, 16, 111, 115, 116, 117, 118, 126, 127, 129, 130, 132, 133, 136, 137, 138, 139, 141, 143.
- Inglefield, Admiral Sir F. S., K.C.B.**, Assessor at investigation into loss of the S.S. *Falaba*, 245.
- Inglefield, Rear-Admiral E. F.**, at presentation to captain of S.S. *Thordis*, 332.
- Inishturk**, see under Great Britain and Ireland.
- Instow Steamship Co. (Ltd.)** (Messrs. W. R. Smith and Sons), Cardiff, S.S. *Indian City* owned by, torpedoed, 188-9.
- International Trade**, copra for Italy, 373-5.
- Invergyle*, S.S., sunk by torpedo, 189, 210 note.
- Inzhener*, Russian ship, submarine attack on, in the Baltic, 264.
- Ipswich**, see under Great Britain.
- Irish Channel**, S.S. *Haridale* torpedoed in, 189.
- Irresistible*, H.M.S. :
Dardanelles operations, 4, 15, 16, 21, 111, 112, 117, 118, 119, 120, 121, 124, 127, 130, 131, 132, 133, 134, 139.
Sinking of, 127, 130, 131, 132, 133, 134, 140, 142.
- Irwin, Richard, and Sons, Ltd.**, employment of trawler owned by, in Tyne examination service, 383.
- Isé*, Japanese battleship, 283.
- Isle of Wight**, German submarine off, 315.
- Islington, Lord**, Under-Secretary of State for the Colonies :
on British Ships (Transfer Restriction) Bill, 81-2.
on Pilotage certificates and aliens, 102, 103.
- Isokaze*, Japanese destroyer, 283.
- Issa Reis*, Turkish gunboat, sunk by mine in the Bosphorus, 317.
- Italy** :
Copra for, proceedings *re*, 373-5.
Ship whose cargo, or part of it, has been detained, 472.
Supplies to Germany through, question of, 439-40, 440.
- Itsukusima*, Japanese coast defence boat, 282.
- Ivernia*, accommodation of prisoners in, 183, 392-3.
- Iwami*, Japanese coast defence boat : 282.
Operations at Kiao-Chau, 271.

INDEX

Iwate, Japanese cruiser : 281.
 Operations at Kiao-Chau, 271.
 in the Pacific and South Seas, 276.
 on Western Coast of America, 277.

Izumo, Japanese cruiser : 281.
 Sent to Mexico, 1913, 277.
 on Western Coast of America, 277.

Jacques Cœur, French barque, crew of
 British steamer sunk by submarine,
 taken on board by, 170-1.

von Jagow, Herr : 168.
 on Sinking of S.S. *Falaba*, 242-3.

Jamaica, Naval Intelligence Officer, spe-
 cial pay for, 451-2.

James :
 Ch. Stkr. J. E., awarded D.S.M., 287.
 Ch. Stkr. W. E., awarded D.S.M., 287.

Japan :
 Government, agreement *re* payment for
 supplies of stores, etc., to Allied
 Naval Forces, 503.
 National policy of, 269.
 Naval attaché to British Embassy, *see*
 Brand, Capt. Hubert G.
 Naval stations and ports, 279.
 Navy :
 Account of, and of activities during
 war, 269-85.
 Action at Kiao-Chau, 270-3.
 Civil officials, numbers on 1st April,
 196, 284.
 Convoying of Dominion transports
 by, 274.
 Developments during past six years,
 278-80.
 in the Eastern and China Seas,
 273.
 Expenditure from 1st April 1909 to
 31st March 1917, 285.
 in the Indian Ocean, 274.
 Losses :
Chohmoh-Maru III., S.S., at Kiao-
 Chau, 272-3.
Chohmoh-Maru VI., S.S., at Kiao-
 Chau, 272-3.
 at Kiao-Chau, 272-3.
Kohyoh-Maru, at Kiao-Chau, 273.
Siratayé, at Kiao-Chau, 272.
Takachiho, cruiser, at Kiao-Chau,
 272.
 Map showing area of activities, 275.
 Officers and non-commissioned offi-
 cers, numbers on 1st Jan. 1916,
 284.

Japan (*continued*) :
 Navy (*continued*) :
 in the Pacific and South Seas, 274,
 276.
 Strength of, April 1916, 279.
 Warship construction, 279-80.
 on the West Coast of America, 277-8.

Jardine, Sir John, on Naval Discipline
 Bill, 63.

Jauréguiberry, French battleship, Dar-
 danelles operations, 19, 130.

Jean, French collier, sunk by *Prinz Eitel
 Friedrich*, 166.

Jeanne d'Arc, French cruiser, Dardanelles
 operations, 405.

Jed, H.M.S., Dardanelles operations, 120,
 134, 140, 141, 142.

**Jellicoe, Admiral Sir John Rushworth,
 G.C.B., K.C.V.O.** :
 Message from the King on return from
 visit to the Grand Fleet, 1.
 Promotion to Admiral, 289.

Jerram, Vice-Admiral Thomas H. Martyn,
 Commander-in-Chief of the British
 Eastern Fleet, 273, 274.

Joachim, Prince, with troops liberating
 Memel, 207.

Johanson, Chief Officer, *Harpalyce*, loss
 of, 327-8.

John, E. T., M.P., question *re* British
 casualties, 393.

John Dry Steam Tugs, Ltd., employment
 of trawler owned by, in Tyne examina-
 tion service, 383.

Johnson :
 Capt. Charles Duncan, M.V.O. :
 Admiralty letter of approbation to,
 467.
 Sinking of the *US* by flotilla under, 49.
 Raymond, M.B., F.R.C.S., naval medi-
 cal consultant, 425.

Johnson, Messrs., Bury St. Edmunds,
 damage to shop in Zeppelin raid, 460.

Joliffe, Lieut., Scots Guards, German
 reprisals on, 411.

Jones :
 Stoker P.O. Arthur, H.M. launch *Miner*,
 award of C.G.M., 466.
 Sen. Engineer Charles, H.M.S. *Bayano*,
 loss of, 159.

Jones, Messrs. W. and C. T., Steamship
 Co. (Ltd.), Cardiff, S.S. *Adenwen*,
 owned by, torpedoed, 188.

Joyce, M., M.P., question *re* pilots,
 compensation, 50-1.

- Joynson-Hicks, W., M.P.**, questions in the House :
Casualties, 448.
Operations in Turkey, 450.
Special treatment of submarine prisoners, 445.
- Juan Fernandez Island**, sinking of the *Dresden* near, 171-3, 173-7.
- Jump, Capt.**, 1st Dragoons, German reprisals on, 410.
- Kaba Tepe**, see Gaba Tepe under Gallipoli.
- Kaiserin Elisabeth*, loss of, at Kiao-Chau, 273.
- Kalammuti Bay**, see under Greece.
- Kalibia*, S.S., chase by German submarine, 98.
- Kamimura :**
Vice-Admiral Kakuichi, Commander of Third Japanese Squadron, 273.
Rear-Admiral Ohsuké, operations at Kiao-Chau, 271, 272.
- Kamio, Lieut.-Gen. Mitsuomi**, appointment as Hon. K.C.M.G., 469.
- Kangaroo*, H.M.S. :
U 8 hunted by, 49.
Wreck of, 1829, 53-4.
- Kanzaki*, Japanese coast defence boat, 282.
- Karlsruhe* : 436.
Reported sinking of, 203.
- Karun River**, see under Mesopotamia.
- Kasagi*, Japanese cruiser, 270, 281.
- Kasi*, Japanese destroyer, 283.
- Kasima*, Japanese battleship, 281.
- Kasuga*, Japanese cruiser, 281.
- Kato :**
Capt. Kwanji, *Ibuki*, in the Indian Ocean, 274.
Vice-Admiral Sadakichi :
Appointment as Hon. K.C.M.G., 469.
Commanding Second Japanese Fleet, 270-1.
Operations at Kiao-Chau, 271-2.
Vice-Admiral Tomosaburoh, Commander-in-Chief, First Japanese Fleet, 270.
- Katori*, Japanese battleship, 281.
- Katwyk*, Dutch ship, sinking of, by submarine, 342-7.
- Kavak River**, see under Turkey.
- Kawachi*, Japanese battleship, 270, 281.
- Kearley, Officers' Steward 3rd Cl. F. W.**, awarded D.S.M., 288.
- Keating, Ch. Stkr. J.**, awarded D.S.M., 287.
- Kellaway, F. G., M.P.**, question re British ships sunk by German submarines, 446.
- Kelly, Capt. William Archibald Howard**, H.M.S. *Gloucester*, created Companion, Order of the Bath, 463-4.
- Kemmett, P.O. J. W.**, awarded D.S.M., 287.
- Kennedy, Admiral Sir William**, on treatment of submarine prisoners, 417.
- Kennet*, H.M.S., Dardanelles operations, 120, 134, 141, 142.
- Kent**, see under Great Britain.
- Kent*, H.M.S. : 288.
Sinking of the *Dresden* by, 171-7, 288.
- Kephez**, see under Dardanelles and Turkey-in-Asia.
- Keppel :**
Vice-Admiral Sir Colin, in attendance during King's visit to the Fleet, 1, 217.
Lieut., Coldstream Guards, German reprisals on, 411.
- Kerry Coast**, see under Great Britain and Ireland.
- Kershaw, Flight-Lieut.**, at the Dardanelles, 18.
- Keyes, Commodore Roger J. B., C.B., M.V.O.**, mentioned in despatches, 113, 134.
- Kiao-Chau**, see under China.
- Kildalton*, sunk by *Prinz Eitel Friedrich*, 166.
- Kilid-Bahr**, see under Gallipoli.
- Kilimli**, see under Turkey-in-Asia.
- Killingworth**, see under Great Britain.
- King, J., M.P.**, on treatment of prisoners, 434.
- King-Hall, Rear-Admiral Herbert Goode-nough, C.V.O., C.B., D.S.O.**, promotion to Vice-Admiral, 289.
- Kinloch-Cooke, Sir C., M.P.**, questions in the House :
Announcement of news by Admiralty, 182.
Hopper barges employed in mine-sweeping, pay, etc., of men, 388.
La Correntina, S.S., sinking of, 436.
Lieutenants-Commander, position of, 387.
Retired naval officers, war service and pensions, 105-6.
Royal Dockyards :
Concessions, etc., to men in, 38.

INDEX

Kinloch-Cooke, Sir C., M.P. (*continued*) :

- Royal Dockyards (*continued*) :
- Civilian pensioners, 446.
- Pay of deck hands on dredging plant, 390.
- Pay of timekeepers, 437-8.
- Pensioners, bonus, 390.
- Yard-craft men, 446-7.
- Royal Marines detained after expiry of period of service, 40.
- Separation allowances, warrant officers, 38.
- Shipwrights' leave, 388.
- Stoker ratings, 37, 389.
- Supplementary lieutenants, pensions and promotion, 387.
- Warrant officers, pay and separation allowances, 390-1.

Kirby :

- Admiral (ret.) Francis George, appointment as temp. Captain, R.N.R., 291.
- Petty-Officer John, R.F.R., wounded in Dardanelles, 13.

Kirisima, Japanese battle cruiser, 281.

Kirkham Abbey, S.S., chased by German submarine, 98.

Knight, P.O. 1st Cl. Henry Ernest, award of D.S.M., 467.

Kohyoh-Maru, Japanese ship, loss of, at Kiao-Chau, 273.

Komahasi, Japanese coast defence boat, 282.

Kongo, Japanese battle cruiser : 281. in the Pacific, 276.

Kozlu, *see under* Turkey-in-Asia.

Krithia, *see under* Gallipoli Peninsula.

Kronprinz Wilhelm : 167, 192, 384, 426.

S.S. *Guadeloupe*, sunk by, 137, 143.

at Newport News, 329-31.

von Kuhlmann, Baron, German Minister at The Hague, certificate given captain of Belgian relief ship *Harpalyce*, 328-9.

Kum Kale, *see under* Turkey-in-Asia.

Kurama, Japanese battle cruiser : 282. in the Pacific and South Seas, 276.

Kurna, *see under* Mesopotamia.

Kuyper, Capt., S.S. *Constance Catherine*, rescue of survivors from the *Harpalyce*, 328.

L 8, Zeppelin :

- Damaged while descending at Tirlumont, and some of crew killed, 46-7.
- Reported to have been brought down by French and English airmen, 47.

La Bruquette, *see under* France.

La Correntina, S.S., sinking of, 436.

La Fère, *see under* France.

Lady Crundall, Dover tug, 322.

Lady Plymouth, S.S., 229.

Laertes, S.S., German submarine attack, on, 98, 437.

Lake, Lieut.-Gen. P., Chief of the General Staff, letter submitting despatch from Gen. Sir J. E. Nixon, K.C.B., on operations in Mesopotamia, 335.

Lake Manitoba, S.S., accommodation of prisoners in, 183, 392-3.

Lambert, George, Civil Lord of the Admiralty, on Naval Marriages Bill, 73.

Land's End, *see under* Great Britain.

Langlands, Messrs. M., and Sons, Glasgow, S.S. *Princess Victoria* owned by, torpedoed, 100.

Lansdowne, Marquess of, on treatment of prisoners, 413-14.

Lansing, Robert, Counsellor, Department of State, United States, correspondence with German Ambassador *re Kronprinz Wilhelm*, 330-1.

Laoshan Bay, *see under* China.

Las Palmas, *see under* Canary Islands.

Latymer, Lord :

- on Admission of Royal Marine Officers to First Class of Order of the Bath, 28-30.

Motion for return of officers of Royal Marines at present unemployed, 370-2. 373.

Laugallen, *see under* East Prussia.

Law, A. Bonar, M.P., on German submarine blockade, 10-11.

Laws, Cuthbert, at presentation to captain of S.S. *Thordis*, 332.

Lawson Steam Tugboat Co., Ltd., *Homer* owned by, encounter with submarine, 322.

le Seilleur, A.B. G. H., awarded D.S.M., 287.

Leeuwarden, S.S., sunk by German submarine, 210.

Legion of Honour, *see under* France.

Leighton, Ch. P.O. David, awarded D.S.M., 289.

Léon Gambetta, French armoured cruiser, sinking of, by *U 5*, 408-9.

Lerwick, *see under* Great Britain.

Letucki, Russian torpedo-boat, German submarine rammed by, in the Baltic, 264.

- Levallois**, *see under* France.
Leven, H.M.S., *U 8* hunted by, 49.
von Lexhen, Capt., 342.
Libau, *see under* Russia.
Lichterfelde, *see under* Belgium.
Liman von Sanders, Marshal, appointed to command 5th Turkish Army at the Dardanelles, 226.
Limpus, Vice-Admiral, A. H., C.B., Malta Dockyard, mentioned in despatches, 113.
Lion, H.M.S., alleged damage to, in North Sea fight, 323.
Liverpool, *see under* Great Britain.
Liverpool Shipping Co., Ltd. (Messrs. H. Vernie and Sons), Liverpool, S.S. *Florazan*, owned by, torpedoed, 188.
Liverpool, Earl of, G.C.M.G., M.V.O., Governor of New Zealand, Telegram from Mr. Churchill on Dardanelles operations, and reply, 407.
Livingstone, A.B. P. S., awarded D.S.M., 287.
Lizzie, S.S., crew of S.S. *Delmira*, rescued by, 216.
Llewellyn, Mr., third officer *Harpalyce*, 327, 328.
Lock, Leading Seaman William John, wounded in Dardanelles operations, 13.
Lockwood, S.S., torpedoed, 312.
London, H.M.S., in the Dardanelles, 337.
London and South-Western Railway, S.S. *Lydia* owned by, attacked by submarine, 99.
Longmore, Wing-Commander A. M., air attacks reported by, 73-4, 214, 311.
Lonsdale, Sir John, M.P., questions in the House :
 S.S. *Asturias*, submarine attack, 106.
 Enemy aliens and strikes, 376.
 Enemy submarines, rewards for destruction, 107.
 Raw cotton as contraband, 373.
 Shortage of cargo ships, 52.
Lord Nelson, H.M.S., Dardanelles operations, 17, 19, 124, 126, 129, 136, 137, 138, 142, 367.
Lough, Rt. Hon. T., M.P., question *re* special treatment of submarine prisoners, 424.
Lowestoft, *see under* Great Britain.
Lowry, Mr., report on treatment of German submarine prisoners in England, 454-5.
- Lucas, Lord**, President of the Board of Agriculture and Fisheries, on treatment of prisoners, 418-19, 419-20.
Luce, Capt. John, H.M.S. *Glasgow* :
 Appointed Companion, Order of the Bath, 288.
 Sinking of the *Dresden* by, 171-3.
Lydia, S.S., German submarine attack on, 99.
Lyne, Comdr., and King's visit to the Fleet, 217.
- Maas Lightship**, German submarine off, 266-7.
McBarnet, Lieut.-Comdr. Edward James, R.N.R. Officers' Decoration conferred on, 291.
McCarton, E.-R. Art. 1st Cl. George Henry Francis, awarded D.S.M., 289.
Macedonia, German liner, attempted escape from Las Palmas, 167, 191.
Macewen, Sir W., F.R.C.S., naval medical consultant, 425.
McGarrick, Captain, S.S. *Castlereagh*, 160.
M'Goff, Ch. P.O. William, award of D.S.M., 468.
McKenna, R., M.P., on operations in Turkey, 450.
MacLeod, Lieut., R.F.A., German reprisals on, 411.
Macmaster, D., M.P., on treatment of prisoners, 424, 431.
Macnamara, Rt. Hon. T. J., M.P., on Naval Discipline Bill, 58-69, 83, 97.
 Replies to questions in the House :
 Admiralty *communiqués*, 54, 118, 182.
 Anti-Aircraft Corps, 435.
 Armed merchant cruisers' seaworthiness, 40-1.
 S.S. *Asturias*, submarine attack, 106.
 British ships sunk by German submarines, 446.
 Casualties, 448.
 H.M.S. *Clan Macnaughton*, 37, 41.
 Coastguard ratings, promotion, 54-5.
 Disasters to trading vessels, publication of news, 105.
 Dockyard pensioners, 387.
 Enemy aliens and strikes, 376.
 Enemy submarines, rewards for destruction, 107, 108.
 Engineer-Lieutenants, pay, 36.
 German draftsman in employ of Admiralty contractors, 36.

INDEX

Macnamara, Rt. Hon. T. J., M.P. (*continued*) :
 Replies to Questions (*continued*) :
 Hopper barges employed in mine-sweeping, pay, etc., of men, 388.
 La Correntina, S.S., sinking of, 436.
 Lerwick explosion, 350, 351, 395.
 Lieuts.-Commander, position of, 387-8.
 Manitou, transport, attack on, 391-2.
 Medical consultants, 425.
 Medical officers re-employed, pay, 378.
 Merchant ships escaped from submarines, 437.
 Merchant ships in war service, rates, 379-80.
 Naval officers, shore appointments, 105.
 H.M.S. *Niger*, loss of, 39-40.
 Optical instruments, supply of glass, 435-6.
 Pensions and allowances, 55, 56.
 Position of Admiral Sir Arthur Knyvet Wilson, 2.
 Prisoners of war, accommodation in steamships, 183-4, 392.
 Prize bounties, 174.
 Prize money, 378.
 Retired Naval officers' war service, bonus, 106.
 Rewards for destruction of submarines, 181.
 Royal Dockyards, etc. : 38.
 Pay and privileges, 381, 382, 388-9, 390, 424-5, 438, 439, 446-7.
 Royal Marines detained after expiry of period of service, 40.
 R.N.D. and R.M. Brigade Commissions, 191.
 Royal Naval Reserve : 51.
 Bonus, 2.
 Engineer officers not called up for service with R.N., 37.
 Engineering branch, 41-2.
 Royal Navy, meat supplies, 450-1.
 Rum consumption in Navy, 380.
 Sailors and support of illegitimate children, 377-8.
 Sickness at Osborne College, and steps taken, 2-3.
 Special treatment of submarine prisoners, 444-5.
 Stoker ratings, 37, 389.
 Supplementary lieutenants, pensions and promotion, 387.
 Trawlers, H.M., pay, etc., on, 42.

Macnamara, Rt. Hon. T. J., M.P. (*continued*) :
 Replies to Questions (*continued*) :
 Trawlers requisitioned for mine-sweeping, 52.
 Van Dyke, S.S., 184.
 Warrant officers, pay and separation allowances, 38-9, 391.
 Writers, Royal Navy, 441, 441-2.
 Yachting in Scottish estuaries, 447-8.
McNeile, Lieut. H. G., Coldstream Guards, German reprisals on, 411.
M'Neill, R., M.P. :
 on Naval Discipline Bill, 87.
 Questions in the House :
 Announcement of news by Admiralty, 181, 182.
 Interned steamers, freight charges, 375.
 Prize Claims Committee, 449, 450.
 Supplies to Germany, 439.
Magdeburg, *see under* Germany.
Magdeburg, German cruiser :
 Loss of, in the Baltic, 262.
 Submarine attacks on, 264.
Magnesia, *see under* Turkey-in-Asia.
Magnus, Sir Philip, M.P., question *re* supply of glass for optical instruments, 435, 436.
Maidos, *see under* Gallipoli Peninsula.
Main, Lieut.-Commander Frank Morgan, R.N.R. Officers' Decoration conferred on, 291.
Main, German S.S., at Flushing :
 Departure to Antwerp, 348.
 Secret wireless installation on, 347-8.
Majestic, H.M.S., Dardanelles operations, 17, 21, 120, 121, 123, 127, 129, 338, 366, 367, 405.
Maldon, *see under* Great Britain.
Manitou, transport, attack on, by Turkish torpedo-boat, 364-5, 391-2.
Manshu, Japanese coast defence boat, 282.
Mantes, *see under* France.
Maori, H.M.S., *U 8* destroyed by, 49.
Marchbanks, Chief Cook S.S. *Falaba*, account of sinking of ship, 232.
Marconi, Signor, at presentation to captain of S.S. *Thordis*, 332.
Marshall, Leading Seaman Frederick, award of D.S.M., 468.
Martin :
 Ldg. Seaman Frederick Sidney, awarded D.S.M., 289.
 Thomas, S.S. *Haridale*, to be rewarded for conduct in attack by submarine, 437.

- Matsumura, Rear-Admiral Tatsuo**, in the South Seas, 276.
- Matsuye**, Japanese coast defence boat, 282.
- Matroos, Capt. K.**, S.S. *Elizabeth*, rescue of survivors from the *Harpalyce*, 326, 327, 328.
- Matthews, Lieut.-Col. G. E.**, mentioned in despatches, 112.
- Mayer, Sergt. Charles**, H.M.S. *Kent*, award of C.G.M., 288.
- Mecklenburg**, Dutch ship, attacked by Germans, 344.
- Medea**, Dutch S.S., sinking of, by *U 28*, 216, 343, 344, 346.
- Mediterranean**, French Fleet, M. Augagneur on, 48.
- Medjidieh**, Turkish cruiser, sunk by mine, 313.
- Meeson, Eng.-Lieut.-Commander Edward H. T.**, H.M.S. *Laurel* :
Awarded D.S.O., 377.
Noted for early promotion, 377.
- Mekhanik Dmitriev**, Russian ship, operations in the Baltic, 264.
- Melliss, Maj.-Gen. C. J., V.C., C.B. :**
Battle at Shaiba, 13th April 1915, 335.
Commendation of, 334-5.
- Mellor, Comdr. W.**, mentioned in despatches, and promotion and decoration recommended, 112.
- Memel**, see under East Prussia.
- Menzies, Lieut. Stewart**, Scots Guards, German reprisals on, 411.
- Merchant**, Petty Officer, at the Dardanelles, 18.
- Merkem**, see under Belgium.
- Mersey, the Rt. Hon. Lord :** 380.
Formal investigation into loss of the S.S. *Falaba*, 245-60.
- Mesopotamia :**
Ahvaz, English south of, alleged attack on, 386.
Barjisayah, battle of, 335-6.
Karun River, alleged defeat of British attempting to advance along, 32.
Kurna, alleged naval skirmish near, 316.
Shaiba, fighting near, 12th-14th April 1915, 334-6.
Schnäbia, alleged Turkish raid, British driven back to, 217-18.
- Metcalf, Capt. Christopher P.**, H.M.S. *Wear*, mentioned in despatches, 134.
- Meux, Admiral the Hon. Sir Hedworth, G.C.B., K.C.V.O.**, promotion to Admiral of the Fleet, 289.
- Mexico**, Japanese war ship sent to, 1913, 277.
- Meysey-Thompson, Major, M.P.**, question re British merchant ships detained, captured, or destroyed, 184-5.
- Michaeli, W.**, account of sinking of S.S. *Falaba*, 233-4.
- Middlesbrough**, see under Great Britain.
- Middleton :**
Chief Gunner Henry, H.M.S. *Carmania*, award of D.S.C., 465.
Lieut.-Comdr. J. R., H.M.S. *Albion*, mentioned in despatches, and decoration recommended, 112.
- Mikasa**, Japanese battleship, 281.
- Milford Haven**, see under Great Britain.
- Miller, Thomas**, Board of Trade Surveyor of Liverpool, survey of S.S. *Falaba*, 247.
- Minor**, H.M. launch, 466.
- Minerva**, H.M.S., chase of the *Timur Hissar*, 364-5.
- Minosima**, Japanese coast defence boat :
282.
Operations at Kiao-Chau, 271.
- Mitylene**, see under Greece.
- Mogami**, Japanese gunboat : 282.
in the Eastern and China Seas, 273.
- Mogridge, Rear-Admiral Arthur Yerbury**, promotion to Vice-Admiral, 468.
- Mohawk**, H.M.S., *U 8* hunted by, 49.
- Molesworth, Lieut.-Col. R. P. :**
Mentioned in despatches, 336-7.
Operations on the Euphrates, 336.
- Momo**, Japanese destroyer, 283.
- Montcalm**, French warship at Singapore, 273.
- Money, Comdr. Brien Michael**, Admiralty letter of approbation to, 467.
- Montenegro :**
Antivari, bombardment by Austrian warships, 28.
British Consul-General, see Parkington, Sir J. Roper.
- Montgomery, Capt.**, 7th Dragoon Guards, German reprisals on, 411.
- Moorhouse, Lieut.-Col. H. C., C.M.G., D.S.O.**, appointment as temp. Lieut.-Col., R.M., 286.
- Moray Firth**, see under Great Britain.
- Moreau, Sub.-Lieut.**, aviatik brought down by, 209.
- Moriyama, Rear-Admiral Keijiroh :**
Operations along western coast of America, 277-8.
Sent to Mexico, 1913.

INDEX

- Morto Bay**, *see under* Gallipoli Peninsula.
- Mosquito**, H.M.S., Dardanelles operations, 136, 140, 141, 142.
- Moss Line**, German submarine attack on S.S. *Vosges*, owned by, 223-6, 437.
- Mouaileh**, *see under* Arabia.
- Mulheim**, *see under* Alsace-Lorraine.
- Mulock, Lieut.-Comdr. George F. A.**, H.M.S. *Jed*, mentioned in despatches, 133.
- Munro-Ferguson, H.E. the Rt. Hon. Sir R. C., G.C.M.G.**, Governor-General of Australia, telegram from Mr. Churchill on Dardanelles operations, and reply, 407.
- Muriel**, inquiry held into loss of, 154.
- Musasi**, Japanese coast defence boat, 282.
- Muscar, Steward**, S.S. *Falaba*, 232.
- Namazieh Fort**, *see under* Gallipoli.
- Neale, P.O. William**, award of D.S.M., 467.
- Needham, C. T., M.P.**, question *re* enemy steamers interned on West Coast of Africa, 185.
- Neuilly**, *see under* France.
- Neva**, Turkish ship sunk by Russians, 50.
- Neville, R. J. N., M.P.**, questions in the House:
Falkland Islands battle, publication of despatch, 425.
Interned steamers, freight charges, 43, 44.
- New York World**, interview with Herr Ballin, 338-41.
- New Zealand Expeditionary Force**:
Gallipoli operations, 400, 401, 407.
Transports, conveying of, by Japanese ships, 274.
- Newcastle**, *see under* Great Britain.
- Newcastle**, H.M.S., attached to Japanese squadron on west coast of America, 277.
- Newhaven**, *see under* Great Britain.
- Newport News**, *see under* U.S.A.
- Newton, Lord**, on German reprisals on prisoners, 412-13.
- Nice, Messrs.**, Bury St. Edmunds, damage to shop in Zeppelin raid, 460.
- Nicholson**:
Sir Charles, M.P., question *re* pensions and allowances, 55-6.
Capt. Douglas Romilly Lothian, appointment as Naval Aide-de-Camp to H.M. the King, 290.
- Nield, H., M.P.**, questions in the House:
Anti-aircraft Force, 385-6.
Position of Admiral Sir Arthur Knyvet Wilson, 1-2.
- Niger**, H.M.S., loss of, 39-40.
- Niitaka**, Japanese cruiser, 270, 282.
- Nimmersatt**, *see under* East Prussia.
- Ningchow**, S.S., chase by German submarine, 98.
- Nisshin**, Japanese cruiser: 281.
in the Indian Ocean, 274.
- Nixon, Gen. Sir John Eccles, K.C.B.**, commanding Indian Expeditionary Force 'D,' Despatch, 6th May 1915, describing operations in Mesopotamia, 335-7.
- Noel, Admiral of the Fleet Sir Gerard Henry Uctred, G.C.B., K.C.M.G.**, placed on Retired List, 289.
- Nomaguchi, Vice-Admiral Kaneo**, 273.
- Norfolk**, inquiry held into loss of, 154.
- North Africa**, French Expeditionary Force in, 20, 156.
- North Hinder Lightship**, German submarine off, 342-7, 363.
- North Sea**:
Alleged action in, and denial by Mr. Churchill, 369.
Dutch ship mined, 229.
German account of fight in, 7th, 8th April, 323-4.
German fleet in, 396, 409-10.
German submarines in, 315, 344.
Light vessel and lights, Admiralty notice, 77.
Mined areas, Admiralty notices, 32-4.
Pilotage, Admiralty notice, 221-2.
Steam trawlers attacked by aeroplanes, 363.
- North Shields**, *see under* Great Britain.
- Norhlands**, S.S., sinking of, by torpedo, 315.
- Norway**:
Ship detained and captured at sea by H.M. Naval Forces, 294.
Ships whose cargoes, or part of them, have been detained, 292, 293, 470, 471, 472.
- Nubian**, H.M.S., *U 8* hunted by, 49.
- Nunn, Capt. Wilfrid**, appointment to D.S.O., 464.
- O 43**, torpedo-boat, on the Suez Canal, 465.

Ocean, H.M.S. :

Dardanelles operations, 12, 16, 112, 121, 125, 127, 134, 140, 142.

Mined, 127, 130, 133, 134.

Ocean Steamship Co., Liverpool (A. Holt and Co.), S.S. *Laertes*, owned by, attacked by submarine, 98.

Odenwald, Hamburg-Amerika S.S., attempted escape from San Juan, 167, 192-8.

Odessa, see under Russia.

Ogden, Rev. J. W., 354.

Okinosima, Japanese coast defence boat : 282.

Operations at Kiao-Chau, 271.

Oleg, Russian ship, pursuit of German cruisers in the Baltic, 261.

Olivine, S.S., sinking of, by torpedo, 315.

O'Malley, Lieut., Royal Munster Fus., German reprisals on, 411.

Ong, Ch. P. O. Thomas, award of D.S.M., 468.

Orama, H.M.S., sinking of the *Dresden* by, 171-7.

Orde, Lieut. Herbert Walter Julian, H.M.S. *Helmuth*, award of D.S.C., 465, 466.

Orient II., trawler, rescue of survivors from S.S. *Falaba*, 255.

Oriole, S.S., sinking of, 97, 99, 422.

Ostend, see under Belgium.

Otowa, Japanese cruiser : 270, 282. at Singapore, 273.

Otranto Straits, sinking of the *Léon Gambetta* off, 408-9.

Outhwaite, R. L., M.P., question re British Naval support to France, time of conveying decision, 190.

Pacific :

Clear of German ships, 412.

Japanese Navy in, 274, 276.

Pagani, Maj.-Gen. Carlo, 440.

Page, W. H., U.S.A. Ambassador in London, 75, 454.

Information from, re German reprisals on prisoners, 396, 410-12.

Paignton, S.S., crew of S.S. *Bengrove* rescued by, 49.

Paklat, German S.S., case of, arrested by British warships while conveying German refugees from Tsing-tau to Tientsin, 74-7.

Paleo Tabia Point, see under Turkey-in-Asia.

536

Palestine :

Acre, railway bridge, destruction by French cruiser, 356.

Gaza :

Bombardment by Allied cruiser, 223, 329.

Turkish camp near, bombardment by the *St. Louis*, 331-2.

Pallada, Russian cruiser :

Operations in the Baltic, 262.

Sunk by German submarine, 263, 264.

Palmer :

Temp. Lieut. Charles E. S. (British Vice-Consul at Chanak Kale), taken prisoner by Turks, 366, 368.

Lieut., 2nd Life Guards, German reprisals on, 411.

Palmer, Lieut.-Comdr. George Bryan :

Appointment to D.S.O., 465.

Mentioned in despatches and decoration recommended, 112.

Paris, see under France.

Parkington, Sir J. Roper, British Consul-General for Montenegro, 28.

Parmoor, Lord, on Naval Marriages Bill, 151.

Partridge, H.M.S., stranding of, 1825, 53.

Patey, Vice-Admiral Sir George E., on western coast of America, 277-8.

Pearce, G. F., Australian Minister of Defence, 412.

Peirse :

Vice-Admiral Sir Richard, Commander-in-Chief, East Indies, operations off Smyrna, 16, 18.

Flight-Lieut. Richard Edmund Charles, appointment to D.S.O., 464-5.

Pembroke, see under Great Britain.

Pengilly, Mr., third officer, S.S. *Falaba*, 250.

Penhale, S.S., chased by German submarine, 98.

Penhale Steamship Co., Falmouth, S.S. *Penhale* owned by, chased by submarine, 98.

Pennfather, De F., M.P., question re use of ships for internment of prisoners, 184.

Pennsylvania, American super Dreadnought, launching of, commander of *Prinz Eitel Friedrich* at, 162-3.

Persian Gulf, operations, Turkish report, 32.

Peters, Lieut. Frederic Thornton, appointed Companion D.S.O., 287.

INDEX

- Petersen, W.**, at presentation to captain of S.S. *Thovdis*, 332.
- Peto, Basil, M.P.** :
on Naval Discipline Bill, 88, 89.
Questions in the House :
Insurance of effects and life, etc., insurance, Merchant Service, 39.
H.M.S. *Niger*, loss of, 39.
Raw cotton and yarns as contraband, 349.
R.N.R., 51.
Supplies to Germany, 439-40.
- Pettit, Mr.**, Bury St. Edmunds, damage to property in Zeppelin raid, 459.
- Philippine Islands**, copra for Italy, proceedings *re*, 373-5.
- Phillimore, Capt.**, H.M.S. *Inflexible*, in the Dardanelles, 133.
- Pieters, Arie**, fifth engineer, *Harpalyce*, 328.
- Pike, H.M.S.**, loss of, 1836, 53-4.
Pincher, H.M.S., loss of, 1838, 53-4.
Pinewold, trawler, crew of S.S. *Amstel* rescued by, 229.
- Pogson, Capt. C. A.**, 117th Mahrattas, mentioned in despatches, 337.
- Poissy**, *see under* France.
- Polangen**, *see under* Russia.
- Pont Faverges**, *see under* France.
- Poperinghe**, *see under* Belgium.
- Portland Harbour**, *see under* Great Britain.
- Portsmouth**, *see under* Great Britain.
- Powlett, Capt. Frederick A.**, H.M.S. *Newcastle*, attached to the Japanese squadron on western coasts of America, 277.
- Preece, Eng.-Lieut.-Comdr. G.**, H.M.S. *Lion*, noted for early promotion, 377.
- Prentis, Comdr. O. J.**, H.M.S. *Wolverine*, commendation of, 111-12.
- President**, German S.S., at San Juan, 195, 196.
- President**, S.S., sinking of, by submarine, 334.
- Pressia**, Turkish ship, sunk by Russians, 50.
- Price** :
Lieut. Edward J., *E 15*, taken prisoner by Turks, 366.
Midshipman J. C. W., H.M.S. *Ocean*, mentioned in despatches, 112.
M., inquest on bodies recovered from S.S. *Falaba*, 238.
- Primrose, Hon. N.**, Under-Secretary of State for Foreign Affairs, replies to questions in the House :
German reprisals for British treatment of submarine prisoners, 396.
Raw cotton and yarns, non-declaration as contraband, 349-50.
Supplies to Germany, 439, 440.
- Prince Fishing Co., Ltd.**, employment of trawler owned by, in Tyne examination service, 383.
- Prince George, H.M.S.**, Dardanelles operations, 15, 15-16, 17, 112, 122, 123, 124, 126, 129, 136, 137, 138.
- Prince Line, S.S. Hungarian Prince**, owned by, attempted attack by submarine, 98.
- Princess Eitel Friedrich**, German auxiliary cruiser : 278, 329, 346.
Cleaning, etc., of bottom, 384.
Commander, *see* Thierichens, Captain.
at Newport News, 162-70.
Official attentions paid to, 162-3, 164.
Ships sunk by, 166.
- Princess Victoria, S.S.**, sinking of, 100, 182, 188.
- Propert, Lieut. William Henry, R.N.R., D.S.O.**, S.S. *Laertes*, rewarded for conduct in attack by submarine, 437.
- Provident**, Russian ship, sunk by Turkish Fleet, 313.
- Queen, H.M.S.**, sent to Dardanelles, 127, 130.
- Queen Elizabeth, H.M.S.**, Dardanelles operations, 4, 15-16, 16, 17, 19, 111, 115, 117, 118, 123, 124, 126, 129, 132, 134, 137, 138, 139, 141, 142, 402.
- Racoon, H.M.S.**, Dardanelles operations, 120, 140, 141, 142.
- Radoslavoff, M.**, Bulgarian Prime Minister, on impossibility of Balkan State Federation, 267.
- Rainbow**, Canadian ship, attached to Japanese squadron on western coasts of America, 277.
- Ralston, Mr.**, Naval architect of builders of S.S. *Falaba*, 253.
- Ramsay, Flag Comdr. Hon. A. R. M.**, mentioned in despatches, 113.
- Randleson, Denis**, skipper of drifter *Wenlock*, evidence at S.S. *Falaba* inquest, 239.
- Rapid, H.M.S.**, wreck of, 1838, 53.

- Rawlinson, J. F. P., M.P.**, question *re* cotton supplies to Germany and Austria, 384.
- Recruit, H.M.S.**, loss of, 1832, 53-4.
- Redwing, H.M.S.**, loss of, 1827, 53-4.
- Rees, Sir J. D., M.P.**, questions in the House:
Cotton as contraband, 350.
Sinking of S.S. *Falaba*, 345.
Treatment of prisoners by Turks, 443.
- Renard, H.M.S.**, scouting expedition in the Dardanelles, 337.
- Rennenkampf, General**, 204.
- Reventlow, Count**, on elusiveness of British Fleet, 409-10.
- Ribble, H.M.S.**, Dardanelles operations, 140.
- Ribecourt**, *see under* France.
- Rice :**
Rt. Hon. Sir Cecil Spring, G.C.V.O., K.C.M.G., British Ambassador in U.S.A., 80.
David, evidence at inquest on bodies recovered from S.S. *Falaba*, 239.
- Richardson, Lieut.-Comdr. Robert Wise**, Admiralty letter of approbation to, 467.
- Rijnstroom**, Dutch S.S., 201.
- Rio Grande, S.S.**, 203.
- Ritchie, Comdr. Henry Peel**, award of V.C., 464.
- Roberts, C., M.P. :**
Reply to question *re* detained enemy ships in India, use of, 385.
- Robertson :**
Vice-Admiral (retired) Charles Hope, C.M.G., M.V.O., appointment as temp. Captain, R.N.R., 286.
Lieut., Gordon Highrs., German reprisals on, 411.
- Robinson :**
Lieut.-Comdr. Eric Gascoigne :
Destruction of *E 15*, 366-7.
Mentioned in despatches and decoration recommended, 111, 112.
Promotion to Commander, 367, 469.
S., M.P., question *re* enemy ships in British ports, 106-7.
- Robison, A.B. H.**, awarded D.S.M., 287.
- Rodgers, P.O. George**, award of D.S.M., 468.
- Rogers, Boy 1st Cl. J. F.**, awarded D.S.M., 287.
- Rogerson, Lieut.**, 18th Hussars, German reprisals on, 411.
- Rolleston, H. D., M.D., F.R.C.S.**, naval medical consultant, 425.
- Rollit, Sir A.**, at presentation to captain of S.S. *Thordis*, 332.
- Rosher, Flight-Lieut. H.**, raid on Hoboken, 214.
- Rosyth**, *see under* Great Britain.
- Royal Edward, S.S.**, accommodation of prisoners in, 183, 392.
- Royal Fleet Reserve**, *see under* Great Britain.
- R.M.S.P. Co.**, Belfast, S.S. *Asturias* owned by, attacked by submarine, 98.
- Royal Marines**, *see under* Great Britain.
- Royal Naval Division**, *see under* Great Britain.
- Royal Naval Reserve**, *see under* Great Britain.
- Royal Naval Volunteer Reserve**, *see under* Great Britain.
- Royal Navy**, *see under* Great Britain.
- Royal Sovereign**, lightship, 211, 267.
- Ruby, S.S.**, 328.
- Rumilieh Medjidieh Tabia Fort**, *see under* Gallipoli.
- Runciman, Rt. Hon. Walter, M.P. :**
Replies to questions :
Enemy ships in British ports, 107.
Enemy ships, employment and control, 395.
Insurance of effects and life, etc., insurance, Merchant Service, 39.
Interned steamers, freight charges, 43, 44, 375-6.
Merchant Service, Government compensation scheme, 42-3.
Pilots, compensation, 50-1.
Shortage of cargo ships, 52-3.
Sinking of S.S. *Falaba*, 245.
on Sinking of German submarine by S.S. *Thordis*, 332.
- Russia :**
Aerial Navigation, *see that title*.
Bakhofen, German Fleet off, 263.
Baltic coast, bombardment by German cruisers, 334.
Bogsher Lighthouse, destroyed by the Germans, 262.
Bowendtschoff, bombardment by German cruiser, 334.
Fleet :
Black Sea operations, 49-50, 338.
near the Bosphorus, 129, 218, 265-7, 312, 398-9, 403.

INDEX

Russia (continued) :

Fleet (continued) :

- Loss of *Pallada*, cruiser, torpedoed in the Baltic, 263.
 - Government, agreement *re* payment for supplies of stores, etc., to Allied Naval Forces, 503.
 - Invasion of East Prussia, 203-7.
 - Libau, bombardment by German ships, 268.
 - Naval Authorities, ships detained and captured by, 292-3.
 - Naval General Staff, *communiqué re* Baltic theatre of war, 260-5.
 - Odessa, Turkish Fleet near, 313.
 - Polangen, German bombardment of coast near, 206, 207.
 - Responsibility for war, Herr Ballin on, 341-2.
 - Ships, losses :
 - Bastochnaia*, sunk by Turkish Fleet, 313.
 - Hermes*, sailing ship, 315.
 - Provident*, sunk by Turkish Fleet, 313.
 - Sworono*, S.S., torpedoed, 461-2.
 - Uleaborg*, S.S., destroyed in Gulf of Bothnia, 262.
 - Steinort, German Fleet off, 263.
 - Theodosia, bombardment by Turkish Fleet, 129.
 - Vindau, German ships off, 262.
-
- Saga*, Japanese gunboat : 282.
in the Eastern and China Seas, 273.
 - Said**, *see under* Gallipoli.
 - St. Andrew*, S.S., chase by German submarine, 98.
 - St. George's Channel**, sinking of the S.S. *Falaba* to south of, 228-9.
 - St. Germain**, *see under* France.
 - St. Helens**, *see under* Great Britain.
 - St. Louis*, French battleship, bombardment of camp near Gaza, 331-2.
 - St. Michael and St. George, Order of**, *see under* Great Britain.
 - St. Stephen*, S.S., 229.
 - Saltoun, Lieut. the Master of**, Gordon Highrs., German reprisals on, 411.
 - Samuel, Samuel, M.P.**, question *re* copra cargoes and international trade, 373-4.
 - San Juan**, Porto Rico, attempted escape of German S.S. *Odenwald* from, 167, 192-8.

Sanderson :

- L., M.P., on treatment of prisoners, 431-3.
- Lieut., 4th Dragoons, German reprisals on, 411.
- Sandford, Lieut. F. H.**, H.M.S. *Irresistible*, mentioned in despatches, and promotion recommended, 111, 112.
- Sapphire*, H.M.S. : 123.
Dardanelles operations, 15, 16.
- Sari Bahr**, *see under* Gallipoli Peninsula.
- Saros, Bay of :**
 - Alleged attempt to land troops in, 408.
 - Operations in, 13-14, 14, 20, 22, 122.
- Satsuma*, Japanese battleship : 270, 281.
in the South Seas, 276.
- Saxonia*, S.S., accommodation of prisoners in, 183, 392-3.
- Scapa Flow**, *see under* Great Britain.
- Scarborough**, *see under* Great Britain.
- Schieland*, Dutch S.S., sinking of, by submarine, 344.
- Schnäbia**, *see under* Mesopotamia.
- Scholey, P.O. Oswald Sydney**, award of D.S.M., 467.
- Schoon, Lieut.**, King's Royal Rifles, German reprisals on, 411.
- Scilly Islands**, German submarines off, 188-9, 331, 334.
- Scorpion*, H.M.S., Dardanelles operations, 111-12, 123.
- Scotian*, S.S., accommodation of prisoners, in, 183, 392.
- Scott, MacCallum, M.P.**, questions *re* treatment of submarine prisoners, 422, 423, 424, 444.
- Scottish Shipowners' Co. (Ltd.)** of Glasgow, torpedoing of S.S. *Hyndford* owned by, 210.
- Sedd-el-Bahr**, *see under* Gallipoli Peninsula.
- Sefton Steamship Co. (Ltd.)** (Messrs. H. E. Moss and Co.), Liverpool, S.S. *Headlands* owned by, torpedoed, 188.
- Segrave, Capt. John R.**, H.M.S. *Orama*, sinking of the *Dresden* by, 171-3.
- Seine-et-Oise**, *see under* France.
- Selborne, the Earl of, K.G., G.C.M.G. :**
 - on Customs (War Powers) Bill, 179.
 - on Exclusion of Royal Marine officers from First Class of Order of the Bath, 30-1, 32.
 - on Naval Discipline Bill, 147.
 - on Pilotage certificates and aliens, 101-3.
 - on Position of Royal Marine officers, 31-2.

Selborne, the Earl of, K.G., G.C.M.G.,*(continued)* :

- on Prize Claims Committee, 151.
- on Prize Money, 104.
- on Unemployment of Royal Marine officers, 372-3.

Senes :

- Admiral, loss of, on *Léon Gambetta*, 409.
- Madame, messages of sympathy to, 408.

Serbia, attack on Austrian gunboats, 396.

- Settsu*, Japanese battleship, 281.
- Seven Seas*, S.S., sinking of, by submarine, 312.

Seymour :

- Lieut. A. G., H.M.S., *Espiègle* :
Mentioned in despatches, 337.
- Operations on the Euphrates, 336, 337.

- Comdr. Claude, H.M.S. *Colne*, mentioned in despatches, 133.

Shaiba, see under Mesopotamia.

- Shaw, Eng.-Lieut.-Comdr. J. F.,** H.M.S. *Invincible*, noted for early promotion, 377.

Sheerness, see under Great Britain.**Sheppey, Isle of, see under Great Britain.****Shields, see under Great Britain.****Shikisima, Japanese battleship, 281.****Shoppee, Lieut. Denys Charles Gerald,** awarded D.S.C., 291.**Shortland, Rear-Admiral (ret.) Edward George,** promotion to Vice-Admiral (ret.), 290.**Shotley, see under Great Britain.****Simon, Sir John, Attorney-General :**

- Chairman of Prize Claims Committee, 152.
- on Naval Discipline Bill, 57-8, 92-3, 94.
- Reply to question *re* Prize Claims Committee, 448-50.

Sims :

- Stkr. P.O. A. J., awarded D.S.M., 287.
- Sub-Lieut. Charles Edmonds, H.M.S. *Bayano*, loss of, 159.

Singapore, disturbance among Indian troops at, and Japanese marines landed, 273.**Sir Ernest Cassel, Swedish S.S., detention of, by British, 348-9.****Siratayé, Japanese ship, loss of, at Kiaochau, 272.****Sittingbourne, see under Great Britain.****Skedyell, Petty Officer Albert George,** wounded in Dardanelles operations, 13.**Smith, Stkr. 1st Cl. John,** awarded D.S.M., 289.**Smyrna, see under Turkey-in-Asia.****Snowden :**

- Actg. Ch. E.-R. Art. 2nd Cl. Robert, awarded D.S.M., 289.

- Philip, M.P., question *re* Devonport Naval Stores Department, additional hired writers' pay, 438.

Société des Affréteurs Rennes, S.S. Auguste Conseil owned by, torpedoed, 137, 143.**South American Coast, Prinz Eitel Friedrich** off, 166.**South-Eastern and Chatham Railway Co., S.S. Victoria** owned by, attacked by submarine, 98.**South Seas, Japanese Navy in, 276.****Southern Prince, trawler, employment in Tyne examination service, 383.****Southport, S.S., torpedoed, 267.****Southwold, see under Great Britain.****Soutter, Lieut. James C. J., H.M.S. Amethyst,** mentioned in despatches, 113.**Spedding, Capt. J.,** Assessor at investigation into loss of the S.S. *Falaba*, 243.**Spence, Capt.,** Midd. Regt., German reprisals on, 411.**Staden, see under Belgium.****Start Point, see under Great Britain.****Stein, Dr. Ludwig,** on sinking of the Dutch ships *Medea* and *Katwyk*, 345-6.**Steinort, see under Russia.****Stephens and Sons, Glasgow,** builders of S.S. *Falaba*, 246, 247.**Stevengushchi, Russian ship,** operations in the Baltic, 264.**Stewart :**

- G., M.P. :
Question *re* detained enemy ships in India, use of, 385.

- on Treatment of prisoners, 430-1.

- Lieut., Gordon Highrs., German reprisals on, 411.

Stewart and Gray, Messrs., Glasgow, S.S. Invergyre owned by, torpedoed, 189.**Stirling, Surg. Prob. James Alexander,** awarded D.S.C., 287.**Stoker, Lieut.-Comdr. Henry Hugh Gordon Dacre, A.E. 2,** taken prisoner by Turks, 455.**Strachie, Lord,** Paymaster-General, on Customs (War Powers) Bill, 178.

INDEX

- Stradbroke, Earl and Countess of**, 356, 360.
- Strick, Messrs. F. C., and Co.**, London, S.S. *Tangistan* owned by, torpedoed, 100.
- Sturdee, Admiral Sir Doveton**, 37, 425.
- Suandere**, *see under* Gallipoli.
- Success*, H.M.S., wreck of, 1828, 53.
- Suez Canal**, operations on, 217.
- Suffren*, French ship, Dardanelles operations, 14, 17, 19, 110, 115, 116, 117, 119, 123, 124, 126, 129, 137, 138, 141.
- Sultan Fort**, *see under* Gallipoli.
- Suma*, Japanese cruiser, 282.
- Sumida*, Japanese gunboat: 282. in the Eastern and China Seas, 273.
- Superb*, H.M.S., alleged sinking of, in North Sea fight, 323.
- Suwoh*, Japanese coast defence boat: 282.
- Operations at Kiao-Chau, 271.
- Swansea**, *see under* Great Britain.
- Sweden**:
- Ships:
- Sir Ernest Cassel*, stopped by British, and taken into Middlesbrough, 348-9.
- S.S. *Gloria*, seized by Germans, 189.
- List of, whose cargoes, or part of them, have been detained, 293, 470, 471, 472.
- Losses, *Hanna*, S.S., torpedoed, 210.
- Supplies to Germany of cargoes for, 439.
- Swiftsure*, Dardanelles operations, 13, 121, 126, 128, 138, 338.
- Switzerland**, question of supplies to Germany through, 439-40, 440.
- Sworono*, Russian S.S., sinking of, by submarine, 461-2.
- Sydney*, H.M.A.S., destruction of the *Emden*, 274.
- Sylph*, H.M.S., wreck of, 1815, 53.
- Syren*, H.M.S., *U 8* hunted by, 49.
- Syren and Shipping*:
- Reward to captain and crew of the *Thordis* for sinking German submarine, 332-3.
- Reward offered for first sinking of submarine by merchant ship, 108.
- Syrian Coast**, Allied ships off, 338.
- Takachiho*, Japanese cruiser:
- Loss of, 272.
- Operations at Kiao-Chau, 272.
- Takarabe, Vice-Admiral**, Commander of Third Japanese Squadron, 273.
- Takssiara*, Greek S.S., reported sunk by Russians in Zunguldak harbour, 50.
- Tamar*, S.S., 329.
- Tangistan*, S.S., torpedoed off Scarborough, 106, 188.
- Tango*, Japanese warship, operations at Kiao-Chau, 271.
- Tara*, auxiliary patrol vessel, survivors from H.M.S. *Bayano*, rescued by, 159.
- Tatler, Able Seaman George William**, award of D.S.M., 467.
- Tchanak - Keleshi**, *see under* Turkey-in-Asia.
- Teensma, Capt., Katwyk**, 342, 344.
- Tekeh**, *see under* Turkey-in-Asia.
- Tenedos**: 20.
- Colliers near, bombs dropped by German airman on, 338.
- Fleet at, 119.
- Tennant, Rt. Hon. H. J., M.P.**:
- on Internment of prisoners, liberation of ships, 43.
- on New Clause of Army Act *re* Relations between Military and Naval Forces acting together, 45.
- Ternier**, *see under* France.
- Terneuzen**, *see under* Holland.
- Terrell, George, M.P.**, questions in the House:
- Pay of re-employed medical officers, 378.
- Prize bounties, 180.
- Rewards for destruction of submarines, 180, 181.
- Teviot*, H.M.S., crew of S.S. *Medea* rescued by, 216.
- Thames River**, *see under* Great Britain.
- Theodora*, Dutch ship, shipment of petrol at Swansea, 189-90.
- Theodosia**, *see under* Russia.
- Theseus*, S.S., testimony to conduct in attack by submarine, 437.
- Thierichens, Captain, Prinz Eitel Friedrich**: 165.
- Internment of ship, 165-6, 167.
- Thompson, Capt. William Peter**: 246, 253.
- Exonerated from blame in connection with loss of S.S. *Falaba*, 260.

Thordis, S.S. :

Claim to have sunk submarine, 108.
German submarine attack on, 98, 437.
Presentation to captain and crew for sinking German submarine, 332-3.

Thorne, William, M.P., question *re* meat supplies in Royal Navy, 450.

Thrasher, Leon Chester, loss of, on S.S. *Falaba* : 164, 236-7.
American press comment, 241.
Count Bernstorff on, 243.

Tickler, T. G., M.P., questions in House :
Mined vessels, compensation to dependents, 42.

Trawlers requisitioned for mine-sweeping, 51-2.

Tientsin, *see under* China.

Tilsit, *see under* East Prussia.

Timur Hissar, Turkish torpedo-boat :
Attack on transport *Manitou*, 391-2.
Destruction of, 364-5.

Tirlemont, *see under* Belgium.

von Tirpitz, Admiral :

Lord Inchcape on, 332.
Telegram from the Kaiser on 50th anniversary of entering naval service and conferring of Cross with Swords of Grand Commander of the Royal Order of the House of Hohenzollern, 408.

Toba, Japanese gunboat : 282.
in the Eastern and China Seas, 273.

Tochinai, Vice-Admiral :

in the Indian Ocean, 274.
Operations at Kiao-Chau, 271.
on Western coast of America, 278.

Todd, Comdr. G. J., H.M.S. *Amethyst*, mentioned in despatches, 113.

Tokitsukaze, Japanese destroyer, 283.

Tokiwa, Japanese cruiser : 281.

in the Indian Ocean, 274.
Operations at Kiao-Chau, 271.
on Western coast of America, 278.

Tone, Japanese cruiser : 282.

Operations at Kiao-Chau, 271.

Torgud (? *Torgut Reis*), Turkish battleship, 398.

Townend, W., at presentation to captain of S.S. *Thordis*, 332.

Townsend, Stkr. P.O. William Alfred, awarded D.S.M., 289.

Trafford, Lord, Scots Guards, German reprisals on, 411.

Transatlantic Co., S.S. *Guadeloupe* owned by, sunk by *Kronprinz Wilhelm*, 143.

von Trapp, Lieut. Georg Ritter, *U 5*, sinking of the *Léon Gambetta* by, 408-9.
Trechmann Bros., Messrs., S.S. *Haridale* owned by, torpedoed, 189.

Tribune, H.M.S., wreck of, 1839, 53.

Triumph, H.M.S. :

Action at Kiao-Chau, 271.
Dardanelles operations, 4, 12, 15, 115, 116, 117, 119, 120, 121, 122, 126, 136, 137, 138, 337, 366-7, 402, 405.

Trotman, Brigadier-General, Dardanelles operations, 111.

Tsing-Tau, *see under* China.

Tsuchiya :

Vice-Admiral Mitsukane, commanding Third Japanese Squadron ;
in Eastern and China Seas, 273.
in the Pacific, 276.

Rear-Admiral Tetsuzo, 270.

Tsugaru, Japanese cruiser, 281.

Tsukuba, Japanese battle cruiser : 281.
in the Pacific and South Seas, 276.

Tsusima, Japanese cruiser : 282.
in the Eastern and China Seas, 273.
at Singapore, 273.

Tucker, Eng. William Thomas, R.N.R. Officers' Decoration conferred on, 291.

Tuke, Rear-Admiral (ret.) John Arthur, appointment as temp. Captain, R.N.R., 286.

Turkey :

Arşoun, semaphore lighthouse destroyed, 19.

Enos :

Alleged landing of English and French troops near, 390.

Allied attack at, 316.

Kavak River, bridge over, damaged by French ship, 14, 15.

Ships, losses :

in the Bosphorus, 265-6, 317.

Heibeli Ada, sunk, 50.

Issa Reis, gunboat, mined in the Bosphorus, 317.

Medjidieh, cruiser, mined, 313.

Neva, sunk, 50.

Pressia, sunk, 50.

Timur Hissar, 364-5.

Transport, off Midos, 402.

Turkey-in-Asia :

Arkhan, bombardment by Russian Fleet, 368-9.

Chiflik guardhouse, firing from, and silencing of batteries, 18.

INDEX

Turkey-in-Asia (continued) :

- Mount Dardanos battery, bombardment and counter fire, 17, 19, 22, 128, 129.
- Eregli, bombardment by Russian Fleet, 50, 265, 267, 338, 355.
- Hamidieh I. Tabia Fort (U) :
Armament, 17.
Bombardment, 16, 17, 19.
- Hamidieh III. Fort (V) :
Armament, 17.
Bombardment, 17, 19.
- Kephez Point, bombardment of, 128, 129.
- Kilimli, Russian bombardment, 49-50, 265.
- Kozlu, Russian bombardment, 49-50, 265, 267.
- Kum Kale :
Abandonment and parties landed, 120, 123.
reported Attempted landing by the Allies, 21-2.
Bombardment of, 108, 110, 404.
Landing operations, fighting, and the subsequent re-embarkation, 15, 111-12, 400, 401-5.
- Magnesia, merchant seamen interned at, 443-4.
- Paleo Tabia Point, firing from, and silencing of, 18.
- Smyrna :
Bombardment, 109.
East Indian squadron off, 16.
Operations before, 18, 20.
- Tchanak-Keleshi, bombardment, 128.
- Tekeh, bombardment, 129.
- Tuzburna, military station destroyed by H.M.S. *Sapphire*, 16.
- Yenikale Fort, bombardment, 16, 18.
- Zunguldak, bombardment by Russian Fleet, 49-50, 265, 267, 338, 355.
- Turnbull, John**, 2nd Engineer, *Harpalyce*, 328.
- Turner** :
C. R., F.R.C.S., naval medical consultant, 425.
Stkr. 2nd Cl. H., awarded D.S.M., 288.
- Tuzburna**, see under Turkey-in-Asia.
- Tyne River**, see under Great Britain.
- Tyneside Line (Ltd.)**, S.S. *Blackwood*, owned by, torpedoed, 100.
- U 5, Austrian submarine, sinking of the *Léon Gambetta* by, 408-9.

U 8 :

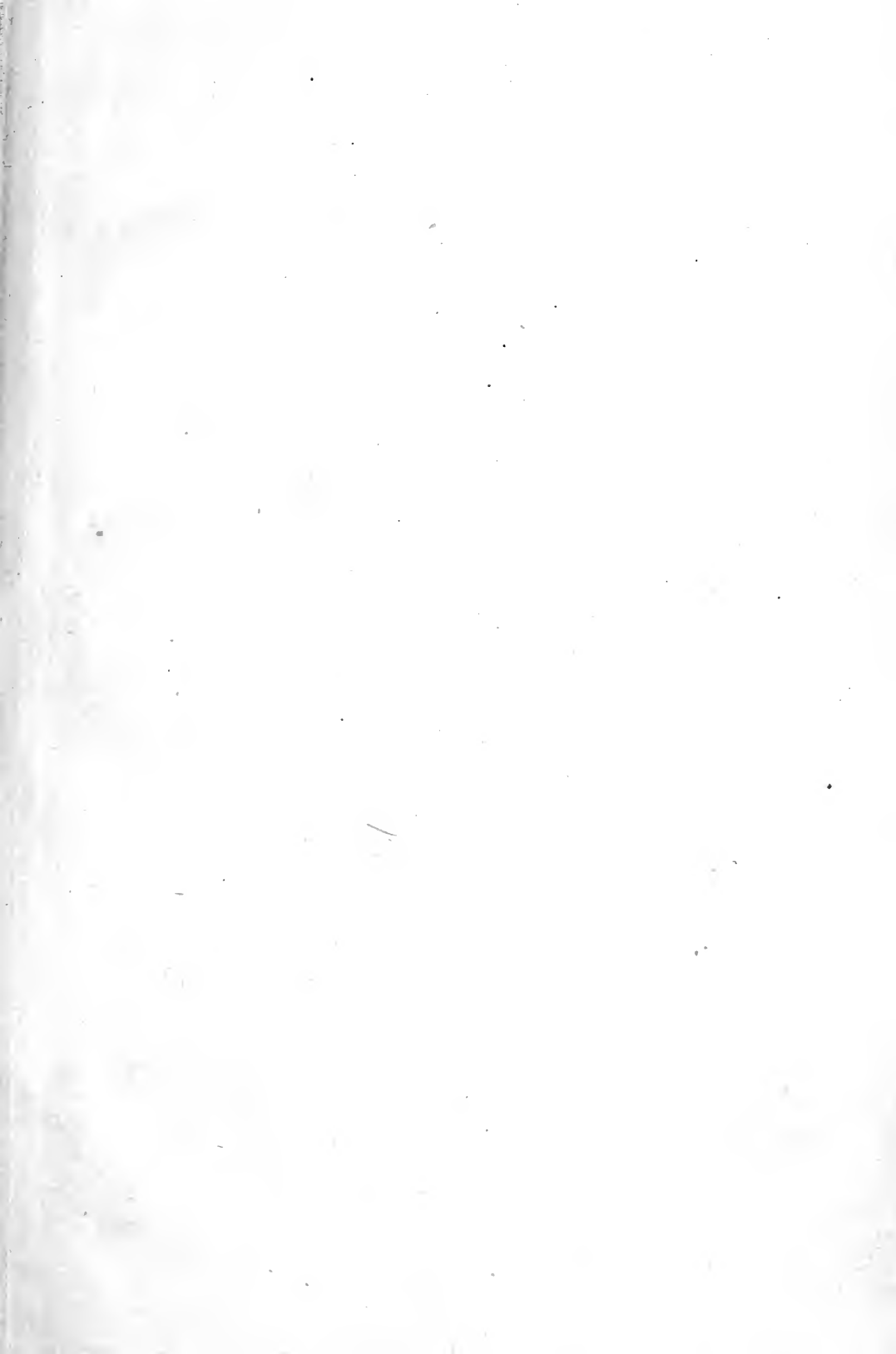
- Operations against, rewards in connection with, 467.
- Prisoners from, special treatment of, 99, 309, 413, 417.
- Sunk in the Channel, 48-9.
- U 9, 216.
- U 12 :
Officers and men prisoners in England, treatment of, 309.
- Operations against, rewards in connection with, 467, 468.
- Sunk by H.M.S. *Ariel*, 100.
- U 16, interview with commander, 227-8.
- U 27, S.S. *Delmira* attacked by, 216.
- U 28 :
Seizure of Dutch ship *Batavier V.* by, 198-9.
- Sinking of Dutch S.S. *Medea* by, 216, 344, 343, 344, 346.
- U 29 :
S.S. *Auguste Conseil* torpedoed by, 143.
- Loss of, 214-16.
- Uji*, Japanese gunboat : 282.
in the Eastern and China Seas, 273.
- Uleaborg*, Russian S.S., destroyed by Germans in Gulf of Bothnia, 262.
- United Kingdom**, see Great Britain.
- United States of America** :
Ambassador in England, see Page, W. H.
British Ambassador, see Rice, Rt. Hon. Sir Cecil Spring.
- Cotton cargoes for neutral ports in Northern Europe, arrangement *re*, 80-1.
- Counsellor, State Department, see Lansing, Robert.
- Exports to, from Germany and Austria, Herr Ballin on, 340.
- German Ambassador, see Bernstorff, Count.
- German Naval Attaché, see Boy-Ed, Capt.
- Newport News :
British ships at, detention of, 164-5.
Kronprinz Wilhelm at, 329-31.
Prinz Eitel Friedrich at : 162-70.
Cleaning, etc., of bottom of, 384.
- Philadelphia Ledger*, protest against attentions paid to commander of *Prinz Eitel Friedrich*, 162-3.
- Press comments on sinking of S.S. *Falaba*, 235-6, 236, 241.

- United States of America** (*continued*) :
 alleged Rejection by France and Great Britain of proposal by, reply, 7.
 Secretary of State, *see* Bryan, W. J.
 Ship detained or captured at sea by H.M. Naval Forces, 294.
 Ships whose cargoes, or part of them, have been detained, 292, 293, 471, 472.
 Washington, British Embassy, memorandum from U.S.A. Department of State *re* *Prinz Eitel Friedrich*, 168-9.
Uranium, S.S., accommodation of prisoners in, 392.
Ure, H.M.S., *U 8* hunted by, 49.
Usk, H.M.S., action at Kiao-Chau, 271.
- Vailly**, *see under* France.
Valparaiso, *see under* Chile.
Van Dyke, S.S., question as to whereabouts of, 184.
Van Es, P. A., and Co., Rotterdam, S.S. *Amstel* owned by, mined, 229.
Vanilla, trawler, sinking of, by submarine, 369-70.
Varian, Sen. Eng. Alfred Daniel, R.N.R. Officers' Decoration conferred on, 291.
Vengeance, H.M.S., Dardanelles operations, 4, 17, 111, 112, 115, 116, 117, 118, 119, 120, 121, 127, 129, 133, 139.
Venning, Corp. William Henry, awarded D.S.C., 288.
Vérité, Dardanelles operations, 110.
Victoria, S.S., German submarine attack on, 98.
Victoria Cross, *see under* Great Britain.
Viking, H.M.S., *U 8* hunted by, 49.
Viknor, H.M.S., 40.
Ville de Lille, sinking of, by *U 16*, 227.
Villers-Cotterets, *see under* France.
Vindau, *see under* Russia.
Voiskovoy, Russian torpedo-boat, in the Baltic, 262.
Von der Tann, German Dreadnought cruiser, 165.
Vosges, S.S., cargo vessel :
 Escape from submarine, 223-6.
 Testimony to conduct in attack by submarine, 437.
Vulcan, H.M.S., Dardanelles operations, 129.
- Wadley, John**, 3rd engineer, *Harpalyce*, 328.
Waistell, Capt., and King's visit to the Fleet, 217.
- Wakamiya*, Japanese coast defence boat, 282.
Walker, Vice-Admiral (ret.) Thomas Philip, appointment as temp. Captain, R.N.R., 468.
Walls, Corp. Thomas Andrew, awarded D.S.C., 288.
Wallsend, *see under* Great Britain.
Walton, P.O. 2nd Cl. Matthew J., awarded D.S.M., 289.
Warrior, H.M.S., alleged sinking of, in North Sea fight, 323.
Washington, *see under* United States.
Wason, Cathcart, M.P., questions in the House :
 Lerwick explosion, 350-1, 395.
 Reprisals on prisoners in Germany, 421.
 Sailors and support of illegitimate children, 577.
Waterlow, Lieut.-Comdr. J. B., H.M.S. *Blenheim*, mentioned in despatches, and promotion and decoration recommended, 112.
Watson, Lieut. Graham, Royal Scots, German reprisals on, 411.
Watt, H. A., M.P., questions in the House :
 Ships used for internment of prisoners, 43.
 Yachting in Scottish estuaries, 447.
Wavell-Paxton, Lieut., Coldstream Guards, German reprisals on, 411.
Wawn, Capt. F., *Harpalyce* : 327, 328.
 Loss of, 328.
Wayfarer, S.S., torpedoed, 331, 334.
Wear, H.M.S., Dardanelles operations, 133, 134, 136, 139, 140, 141, 142.
Webb, Lieut. Arthur Brooke, H.M.S. *Triumph*, and destruction of *E 15*, 367.
Webster and Barraclough, West Hartlepool, S.S. *Alston* owned by, submarine struck by, 98.
Weddigen, Lieut.-Comdr. Otto :
 Career of, 215-16.
 Loss of, on *U 29*, 215-16.
Wells, *see under* Great Britain.
Wenlock, trawler, rescue of survivors from S.S. *Falaba*, 239, 255.
Westaway, Stkr. P.O. S. awarded D.S.M., 287.
White, Ch. Writer S. G., awarded D.S.M., 288.
von Wiegand, Herr, interview with Commander of *U 16*, 227-8.
Wilhelm II, Kaiser :
 Herr Ballin on, 339-40, 341.

INDEX

- Wilhelm II., Kaiser** (*continued*):
 Letter of condolence sent to widow of Lieut.-Comdr. Otto Weddigen, 216.
 on Responsibility for war, 339.
 Telegram to Admiral von Tirpitz, and conferring on, of Cross with Swords of Grand Commander of the Royal Order of the House of Hohenzollern, 408.
- William P. Frye*, 167, 241, 346.
- Williams** :
 Chief Engineer Harold Richard, H.M.S. *Bayano*, loss of, 159.
 Vice-Admiral Hugh Pigot, placed on Retired List, 468.
 Mr., representing Elder, Dempster and Co., at inquest on bodies recovered from S.S. *Falaba*, 238.
- Williamson, Lieut.-Comdr.**, at Dardanelles, 17-18.
- Wilson** :
 Admiral Sir Arthur Knyvet, position of, 1-2.
 Flight-Lieut. John, attack on German submarines at Zeebrugge, 311.
 Tyson, M.P., questions in the House :
 Joiners at Rosyth, pay, 438.
 Royal Dockyards, increased pay, arrears, 424.
- Wintonia*, H.M. Patrol Yacht, 224, 225.
- Wise, Mrs.**, Bury St. Edmunds, damage to shop in Zeppelin raid, 460.
- Wolf*, H.M.S., wreck of, 1830, 53-4.
- Wolverine*, H.M.S., Dardanelles operations, 112, 122.
- Wood, Capt.**, U.S. Army, proceedings *re* S.S. *Odenwald*, 196-7.
- Woolley, Midshipman John**, H.M.S. *Triumph*, and destruction of *E 15*, 367.
- Wrentham**, *see under* Great Britain.
- Wrexham*, S.S., chase by German submarine, 98.
- Wright, Capt. George**, of drifter *Eileen Emma*, account of sinking of S.S. *Falaba*, 233, 239.
- Wyivege**, *see under* Belgium.
- Xeros, Gulf of**, *see* Saros, Gulf of.
- Yabuki*, Japanese cruiser : 282.
 in the Indian Ocean, 274.
 in the South Seas, 276.
- Yahagi*, Japanese cruiser, 270.
- Yakumo*, Japanese cruiser : 281.
 in the Indian Ocean, 274.
 Operations at Kiao-Chau, 271.
- Yamanasi, Capt. Katsunosin**, on staff of British Commander-in-Chief in the Eastern Seas, 274.
- Yamasiro*, Japanese battleship, 281.
- Yamato*, Japanese coast defence boat, 282.
- Yanagi*, Japanese destroyer, 283.
- Yates, W. B.**, Chairman of Committee *re* compensation to seamen for loss of effects, 397-8.
- Yekaze*, Japanese destroyer, 283.
- Yenikale Fort**, *see under* Turkey-in-Asia.
- Yeoward Line**, sinking of S.S. *Aguila*, owned by, 228, 229.
- Yodo*, Japanese gunboat : 282.
 in the Eastern and China Seas, 273.
- Young, Actg. Boatswain R. G.**, H.M.S. *Cornwallis*, mentioned in despatches, 112.
- Younger, Sir George**, question *re* special treatment of submarine prisoners, 445.
- Youngs, Able Seaman Peter Robert**, award of D.S.M., 467.
- Ystroom*, Dutch S.S., 201.
- Zaanstroom*, Dutch ship, seizure by Germans, 198-202, 344.
- Zeebrugge**, *see under* Belgium.
- Zevenbergen*, Dutch ship, bombs thrown at, by German aeroplane, 199-200, 344.
- Zunguldak**, *see under* Turkey-in-Asia.

Printed by T. and A. CONSTABLE, Printers to His Majesty
at the Edinburgh University Press









D
505
T5
v.11

The Times, London
The Times documentary
history of the war

PLEASE DO NOT REMOVE
CARDS OR SLIPS FROM THIS POCKET

UNIVERSITY OF TORONTO LIBRARY

