

most boiler, closed *Onslow* and took her in tow. Shells were falling all round them during this operation, which, however, was successfully accomplished. During the heavy weather of the ensuing night the tow parted twice, but was re-secured. The two struggled on together until 1 p.m. 1st June, when *Onslow* was transferred to tugs. I consider the performances of these two destroyers to be gallant in the extreme, and I am recommending Lieutenant-Commander J. C. Tovey, of *Onslow*, and Lieutenant-Commander L. R. Palmer, of *Defender*, for special recognition. *Onslow* was possibly the destroyer referred to by the Rear-Admiral Commanding 3rd Light Cruiser Squadron as follows :—

“ Here I should like to bring to your notice the action of a destroyer (name unknown) which we passed close in a disabled condition soon after 6 p.m. She apparently was able to struggle ahead again, and made straight for the *Derfflinger*¹ to attack her.”

*Proceedings of Battle Fleet and Third Cruiser
Squadron*

On receipt of the information that the enemy had been sighted, the British Battle Fleet, with its accompanying cruiser and destroyer force, proceeded at full speed on a SE. by S. course to close the Battle-cruiser Fleet. During the two hours that elapsed before the arrival of the Battle Fleet on the scene the steaming qualities of the older battleships were

¹ Battle-cruiser, 26,200 tons, 689 ft. long, 26½ knots, 12-inch and lesser armament.