

42 THE BATTLE OF JUTLAND BANK

NNW. 3 miles, and I ordered the Third Battle-cruiser Squadron to prolong the line astern and reduced to 18 knots. The visibility at this time was very indifferent, not more than 4 miles, and the enemy ships were temporarily lost sight of. It is interesting to note that after 6 p.m., although the visibility became reduced, it was undoubtedly more favourable to us than to the enemy. At intervals their ships showed up clearly, enabling us to punish them very severely and establish a definite superiority over them. From the report of other ships and my own observation it was clear that the enemy suffered considerable damage, battle-cruisers and battleships alike. The head of their line was crumpled up, leaving battleships as targets for the majority of our battle-cruisers. Before leaving us the Fifth Battle Squadron was also engaging battleships.¹ The report of Rear-Admiral Evan-Thomas shows that excellent results were obtained, and it can be safely said that his magnificent squadron wrought great execution.

‘From the report of Rear-Admiral T. D. W. Napier, M.V.O., the Third Light-cruiser Squadron, which had maintained its station on our starboard bow well ahead of the enemy,² at 6.25 p.m. attacked with the torpedo. *Falmouth*³ (Captain John D. Edwards) and *Yarmouth*⁴ (Captain Thomas D. Pratt) both fired torpedoes at the leading enemy battle-cruiser, and it is believed that one torpedo

¹ See paragraph 3 on p. 46.

² See diagram, p. 34.

³ Light cruiser, 5,250 tons, 25 knots, 6-inch and lesser armament.

⁴ Light cruiser, of *Falmouth* class. See preceding note.