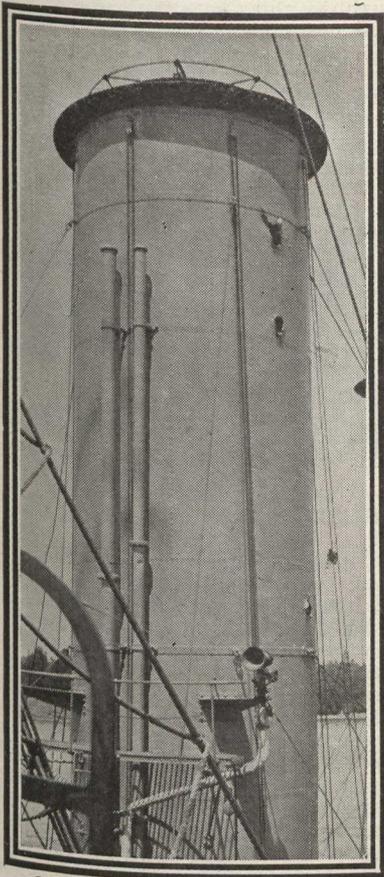


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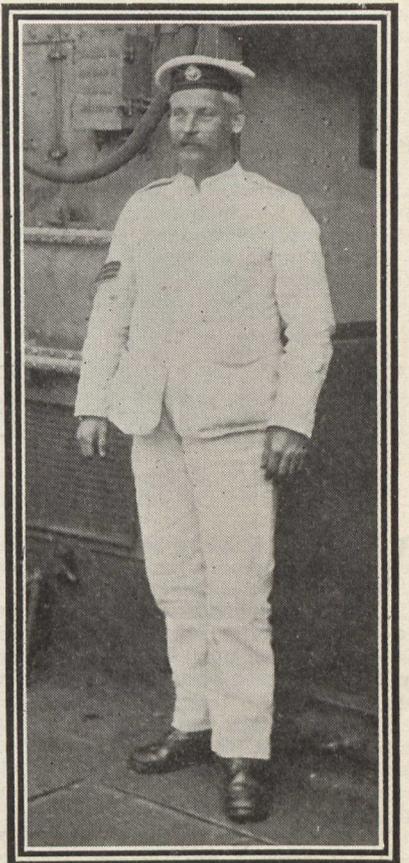
Photographs of H.M.S. Kent, Now in Drydock at Esquimalt, B.C.; Showing How She Tussled With the Nurnberg at the Falkland Islands



The Nurnberg gunners evidently had a grudge against the Kent's three funnels, because they belched the smoke of burning boats and companion-ways, giving the cruiser three knots more speed than her average with all coal.



The Kent brought to Esquimalt several souvenirs from the Dresden; capstan bar, life-buoy, ammunition cannisters, anchor buoys, buckets and barricoe; all shown here along with the Kent's own drums and bugles. On the drum is painted a list of the battles in which Kents have figured for more than two centuries.



Sergeant-Major Hayes, one of the Kent's marines, is now entitled to wear the Conspicuous Gallantry Medal. He grabbed a charge of cordite fired by a German shell from the Nurnberg, flung it overboard and hosed out the flames.

NO naval pictures in this war have yet been published more startling in detail than the photographs on this page of H. M. S. Kent; none of quite so much interest to Canadians. This light cruiser of 1903 that chased and sunk the Nurnberg and afterwards joined in the hunt after the Dresden in the battle of the Falkland Ids., on Dec. 8th, 1914, is now in drydock for a few incidental repairs. After the settling of the Dresden, she took her own time and steamed thousands of miles up the western seas from the South Pacific; battered a bit, shell-holes in her funnels, explosion-wreckages on her decks, a grim but cheery little survivor of the swiftest sea fight but one in the present war.

The photographs recall the story. On November 1 the German Pacific squadron, whose leading ships were the Scharnhorst and the Gneisenau, sunk the Monmouth and the Good Hope, and came near sinking the Glasgow in a very uneven fight off Coronel, coast of Chili, under command of Admiral Cradock. This was one of the blunders charged up to Hon. Winston Churchill. The blunder was admitted. It was done while Prince Louis of Battenberg was still First Sea Lord, although it was not charged that he had anything to do with the cause of it. Shortly after Lord Fisher took the First Sea Lordship, a powerful fleet was fitted out under Admiral Sturdee, to avenge the destruction of the Monmouth and the Good Hope, and if possible to wipe out the entire

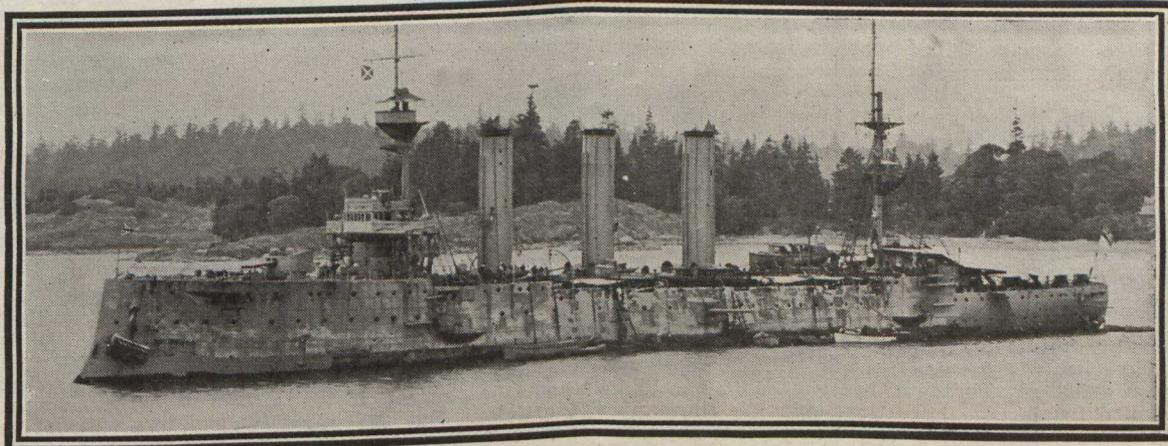
raiding German Pacific squadron. And it was off the Falkland Islands that the British squadron first sighted the German vessels. The ships in the British squadron were Kent, Carnarvon, Cornwall, Canopus, Bristol, Invincible, Inflexible, and Macedonia. Kent and Cornwall were sister ships of the lost Monmouth. Morning of Tuesday, Dec. 8, Kent was guardship at the point known as Fort William. When the lookout reported enemy ships, she at once weighed anchor and, led by the Glasgow—survivor from the Coronel catastrophe—set off to observe the enemy's movements.

OF all the ships under Admiral Sturdee in that fight, the Kent has been most talked about. Second in line behind the Glasgow, she was one of the pair that the German officers of the Scharnhorst and the Gneisenau laughed at when they hove into view, and before the enemy knew that they were being followed by the big battle cruisers.

The Kent did her part in helping to rid the Pacific of the German squadron that might any day have taken a notion to bombard our Pacific ports. She did it dramatically. There were episodes in the Kent's programme startling enough for any dime novel. Her normal top speed, laid down in 1903, was 21 knots. Chasing the Nurnberg in December, 1914, she went 24 knots. She ran short of coal—for, according to the story of a midshipman aboard the Carnarvon, the "coal-ship" was done in a



A few of the little metal-twisting and fusing pranks played on the Kent by the shells of the getting-away Nurnberg.



H. M. S. Kent, photographed after her arrival for repairs at Esquimalt; after she had sunk the Nurnberg, hunted down the Dresden, and steamed thousands of miles to our Pacific Coast naval station.