HMS KENT
Her Part In The Battle Of The Falkland Islands
8th December 1914

Adrian Beaumont
Canterbury Cathedral Archives
HMS KENT

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INTRODUCTION

This document seeks to describe the Battle of the Falkland Islands and the role paid by HMS Kent, but we should also remember that those killed in the battle are not the only men of HMS Kent who died – both in war or in times of peace. We should remember those who died of natural causes; one example being Henry Reginald MANLEY who was born at Bere Ferris, Devon on 23 November 1889. He was a carpenter prior to enlisting in the Royal Navy for 12 years in October 1908. He joined HMS Kent on 14 December 1909 but was put ashore in Hong Kong Royal Naval Hospital on 04 February 1910 and died there on 07 February 1910 from tubercular meningitis. Lieutenant Tilling (See Appendix Four) left the ship and died at HMS Excellent aged 36 on 20th October 1918.

ACKNOWLEDGEMENTS

I wish to place on record my thanks to John Valentine, son of Midshipman Frederick Valentine, who at the age of 20 was a junior officer on HMS Kent during the battle. Most of the photographs are from his fathers personal collection, and were taken by Surgeon Dixon. They are used in this report by kind permission of John Valentine. Our thanks also to the families of Lt Danckwerts, Midshipman Valentine, Stoker van Assen, Seaman Wright and Sgt Fleming RM for kindly providing family history and photographs.
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FURTHER READING

For further information the reader is advised to consult the following:

“The Battle of the Falkland Islands: Before and After” by Commander H Spencer-Cooper published in 1919 by Cassell and Company.


“Pen Pictures of British Battles.”
Published 1917 by Eyre and Spottiswoode

These books are out of print and can be freely downloaded for reading in a variety of formats for e-book readers from http://archive.org/


Below:
The crew of HMS Kent in June 1915 while the ship was in refit in Victoria, British Columbia, Canada.
HMS Kent was the fourth built out of ten of the County Class of cruisers. She was quite fast with a top speed of 23 knots. She was ready for service in the autumn of 1903 and had cost £730,000. Her armament was considerable but most unusual in layout as can be seen in the diagram below and pictures on p.25 and p.76. Most of her main armament was mounted in casemates protruding from the hull. This had the disadvantage that she could not fire all her guns at the same target at the same time, and her ability to fire straight ahead or astern was limited. Additionally, four of the casemates had two six inch guns mounted one above the other, and the lower gun could not be fired in heavy weather! That was because the County class had a huge tendency to roll from side to side in bad weather. Surgeon Dixon noted that at times one side of the ship would
alternate between being at sea level, then forty feet above it…. It was so extreme that on 13th October 1914 the Padre, the appropriately named Rev Kent, was nearly washed overboard being rescued in the nick of time by Lieutenant Redhead. (The Padre was considered too important to lose – because he played the wardroom piano rather well!)

This would prove such a limitation that later in the First World War the lower guns were removed, their position plated over and then refitted to the main deck and protected by spray shields. The guns fired an explosive shell weighing 100 lbs (45.4kg) propelled by a separately loaded silk bag containing 23 lbs (10.4kg) of cordite. This type of ammunition loaded in two parts allowed for faster firing in combat but there are real risks in having large quantities of unprotected explosive propellant charges in places where flame might be expected. Ammunition fires caused disasters on Royal Navy ships at the Battle of Jutland in 1916 and would come close to destroying HMS Kent at the Battle of the Falkland Islands.

HMS Kent set sail from Portsmouth on 12th October 1914, less than three months after the outbreak of the First World War. She took on coal in the Cape Verde Islands and also in the Canaries before heading south to Sierra Leone. There the crew learned that British ships had been in

*Before the battle: Scharnhorst, Gneisenau, Leipzig, Nurnberg and Dresden in line ahead off the coast of Chile.*
HMS KENT

action against German ships in the Pacific Ocean off the coast of Chile, and had suffered heavy losses. As soon as HMS Kent had refuelled on 5th November she set sail for South America at 16 knots. At that speed coal consumption was 200 tons per day and she was refuelled mid ocean from a collier – at 16 knots she did not have the range to cross the Atlantic!

After a period spent patrolling HMS Kent arrived in the company of other Royal Navy ships at Port Stanley in the Falkland Islands on 7th December 1914, and coaling of all the ships commenced. Unfortunately for HMS Kent, she was to be the last to be refueled. Among the RN ships was HMS Canopus. She had entered service in the last years of the nineteenth century and while heavily armed with 12 inch guns firing 850 lb (390kg) shells some six miles, she was too slow to be of use in a battle. In theory her top speed was 18 knots, but in practice the best she could achieve was 12 knots. She had been deliberately beached in Port Stanley Harbour in a position where she could defend the harbour entrance. The tops of her masts were cut down and she was camouflaged. Observers were placed on high ground equipped with telephone communication so that Canopus could fire over hills at targets out to sea that she could not see. This decision proved to be crucial.

*SMS Nurnberg off the coast of Chile after the Battle of Coronel.*
Admiral Sir Frederick Charles Doveton Sturdee Bt. Rear Admiral Sir Roger Keyes.
CHAPTER 2

THE BATTLE

Early on 8th December the German squadron commanded by Admiral Graf von Spee approached the Falkland Islands from the south. Smoke from the ships was spotted by the observers just before 8am and reported to HMS Canopus. That ship warned the fleet and immediately boilers were lit and they began to raise steam. HMS Kent was the only one to have fires lit already and by 8.40am she was moving out of harbour. HMS Canopus engaged the German squadron despite them being out of range, and one shell ricocheted off the surface of the sea and passed through the funnel of a German ship. That combined with von Spee seeing the tops of masts over the low hills was all it took for the German commander to realise that there was a large RN force in Port Stanley. The plan to bombard the port facilities was abandoned and the German ships turned east out into the Atlantic at speed.

That was the official description of the spotting of the German fleet.... However, the truth was a little different. All the Falkland Islanders were more than a bit worried about the risk of attack or invasion. Many had made arrangements to move women and children to settlements inland and cash or other valuables had been hidden or buried. On that fateful morning a Mrs Felt, wife of a sheep farmer at the south of the island, had sent her maid and house boy to report what they saw. They informed Mrs Felt of smoke being visible and she telephoned the nearest signal station who passed on the warning to Canopus’s signalman. They continued to observe and also gave the warning of the first sighting of the colliers that accompanied the German warships. Mrs Felt was presented with a silver salver by the Admiralty in recognition of her prompt action and timely warning. The maid was presented with a silver teapot, and the signalman who passed on the warning to the navy was given £5 by Admiral Doveton Sturdee, a sum equal to £490 in 2012!

There can be no doubt that the German plan had been to land troops in Port Stanley to destroy the radio station, as the men were seen through telescopes to be formed up on deck ready to go ashore. There they remained until the first shots from HMS Canopus splashed into the sea in
front of them. Then the decks were cleared rather quickly.... A prisoner later told the ship’s doctor on HMS Kent, Surgeon T B Dixon, that they had never had such a shock in their lives as when they got 12 inch shells landing near them apparently out of nowhere.
The urgency with which the navy acted can be judged by the reaction of HMS Cornwall, a ship that had had its fires out and an engine partially dismantled for repairs – it was under orders to be able to move within six hours, yet when the warning was given she was at sea at a speed of 20 knots in just two and a half hours! For his achievements that day Chief Engine Room Artificer J G Hill was awarded the Distinguished Service Medal.
HMS Kent was moving by 8.02am, and was the first to head out of harbour. As she did so preparations were made for combat

As the Captain later wrote in his personal diary:

“We hoisted 3 ensigns including the silk ensign and Union jack which had been presented to the Kent by the ladies of the County of Kent, and which we had promised to hoist if ever we went into action.”

(See Appendix 6.)

The shooting by HMS Canopus had given crucial time to the RN and it was unfortunate that a practice shoot had been planned for the 8th December for HMS Canopus and her guns had been loaded with non-explosive practice rounds the night before. Thus the first shots could never have done real damage, but von Spee could not have known that the shell that had hit Gneiseau’s funnel was pretty harmless!

As HMS Kent left harbour she found herself within range of SMS Scharnhorst, a much more heavily protected and armed ship than themselves, and promptly went astern, and then followed the German fleet at a safe distance (around 16 miles) while the rest of the RN fleet got up steam and caught up. This was a wise thing to do as the German ships were fully trained and experienced, while HMS Kent was a ship from
the reserve fleet and was mainly crewed by reservists. Fully trained and ready for battle against modern ships with a battle hardened crew she was not. Her crew also included a number of boy sailors, including the 16 year old James Wright.

James Wright would go on to serve in the Royal Navy in the Second World War. He would later escape from a motor torpedo boat when it sank after a fire and explosion in 1941.

Midshipman Valentine was on the bridge of HMS Kent as it left harbour, and was unaware of the reason for the sudden departure. He noted that suddenly smoke was seen over the low lying hills and guessed correctly that the German fleet was steaming towards Port Stanley. They set off in chase – albeit at a safe distance. Very quickly they were overtaken by the faster HMS Inflexible and Invincible. With the Royal Navy warships was an armed liner, HMS Macedonia, and she with HMS Bristol went after the colliers and store ships accompanying the German fleet and sank two of them.

Captain Allen, no doubt remembering that men fight better on a full stomach, ordered that lunch be served early so that feeding could be completed before they got into range and started shooting. For the officers it consisted of a picnic lunch at 11am.

*The chase is on! Smoke on the horizon marks the position of the German fleet*
Taken from HMS Kent, HMS Invincible and HMS Inflexible during the chase at 11am, two hours before the first shots were fired. Below: The opening of the battle. HMS Inflexible opens fire at 12.50pm.
The most important German ships were the Scharnhorst and Gneisenau, two names that would be reused on more powerful ships in the Second World War. Scharnhorst was the flagship of the fleet commander, Admiral Graf von Spee. His two sons were with him though on different ships. The German fleet was at maximum speed, and no doubt hoping to escape in poor visibility. The British fleet likewise, was at full speed. Indeed the command was “Utmost speed!”...

Midshipman Burridge noted that:

After about three hours, i.e. 12.50, the Invincible, with the Inflexible and the Glasgow, opened fire on the Scharnhorst, but fell a good deal short, but as she was quickly overhauling her ship she soon got within range. We had a fine view of one of the grandest long range battles ever fought, but, as they were going on a course at right angles to ours on the port side, she was soon out of sight but not before we had seen her hit the Scharnhorst. When we lost sight of them we saw the Scharnhorst distinctly get a nasty knock from a 12” shell amidships. Meanwhile the Inflexible, a trifle ahead of her, was engaging the Gneisnau, just within range. The gunnery was a bit loose at first but soon became excellent.

Captain Allen wrote:

At 12.55, the Inflexible opened fire from her fore turret at the right hand ship of the enemy, a light cruiser (SMS Leipzig). A few minutes later the Invincible opened fire at the same ship. As the first shots were fired, the Kent’s men cheered and clapped. They were as happy and cheerful as any men could be, and you might have thought they were watching a football match instead of going into action. The first shots fell short, as the nearest ship of the enemy was still out of range, but at 1.20 p.m. a 12-inch shell fell close alongside the rear ship and the three light cruisers the Nürnberg, Leipzig, and Dresden turned away to starboard to the south-west. Seeing this, the Kent, Glasgow, and Cornwall turned to starboard, too, in chase of them. As a result of these movements the Kent was now steaming across the wake of the big ships, and about four miles away, so we had a splendid view of them without any risk of being hit. It was a wonderful sight, and the German ships were firing salvo after salvo with marvellous rapidity and control. Flash after flash travelled down their sides from head to stern, all their 6-inch and 8-inch guns firing every salvo. We could not see our own battle-cruisers so well, on account of their smoke, but it was evident they were keeping up a rapid fire. We could see their shell bursting all round and on board the German ships.

On board HMS Kent there must have been very real concerns about the
amount of coal they had on board. They were the only ship not to have been refueled since arriving in the Falklands the day before and had left harbour with her coal bunkers only containing 328 tons of coal – about 19% of her full capacity. Steaming at full speed demands a huge amount of fuel, and the situation could only be regarded as perilous. As they left Port Stanley they only had sufficient coal for 36 hours steaming at full speed.

First the Scharnhorst sank, very quickly with all hands, and then the Gneisenau. The capsize and sinking of the Scharnhorst was said to be so fast that one British ship fired a full salvo at her, but by the time the shells arrived the ship had completely sunk and the shells splashed into the sea where she had been. The flight time of the shells had only been about ten seconds. The Gneisenau sank more slowly though and the Invincible and Inflexible managed to recover 170 survivors from the sea. While that part of the battle was at its height a four masted sailing ship appeared and Admiral Doveton Sturdee ordered the RN ships to change course so that the sailing ship would be passed with a wider margin – he was rightly concerned that it might be struck by shell splinters from German shells that were far off target.

The German ships separated, with the light cruisers heading south. HMS Kent was left to go after SMS Nurnberg.

**Captain Allen wrote:**

> It was nearly four o’clock, and the Nürnberg was still some distance ahead. Should we be able to catch her before it was dark? Orders were sent to the engine room to make a supreme effort to increase speed, and splendidly the engineer officers and stokers responded. There was little we could do on deck, so we assisted the stokers by smashing up all the wood we could find, spare spars, ladders, lockers, hencoops, targets, etc., into suitable-sized pieces, and passed them down to the boiler-rooms to put on the fires. We were going along at a tremendous speed now - 25 knots - and there could be no doubt that we were steadily gaining on the enemy. At 5 p.m. the Nürnberg opened fire with her after guns. It was a great relief when we saw the flash of her guns, for then indeed we knew that we were gaining, and we all felt quite confident that if only we could get within range of her we should soon sink her. “

By now the weather had turned slightly misty and rainy and there were concerns that the Nurnberg might escape in poor visibility. The stokers made a supreme effort to increase the speed of HMS Kent still further. With coal shovelled as fast as possible, and with wood added to the fires and boiler pressures raised above rated maximum, the speed crept up to 25 knots. The urgency to go faster was such that with the approval of the
Captain the safety valves on the boilers were screwed down tight so that they could not lift. This allowed the steam pressure to rise to dangerous levels, though acceptable in a combat situation where explosive shells were the real threat. Seamen and others were sent below to help to feed the furnaces and to rush up coal from the bunkers. Later, one of the 6 inch guns thundered out, where upon the stokers, knowing they were at last within range of the Nurnberg, gave a great shout. In recognition of their gallant services Stoker Petty Officer G S Brewer was awarded the DSM. HMS Kent opened fire on the SMS Nurnberg at 5.09pm late in the day and
Above: After the battle on HMS Kent. The second man from the left is Sgt Charles Mayes, Royal Marines Light Infantry, who extinguished a fire in a magazine, thereby saving HMS Kent from destruction.
Below: Damage caused to the Officers “heads” (lavatories) by a shell from SMS Nurnberg.
with light soon to start to fade. At that time the range was 11,000 yards
and the shells landed short. Unfortunately the smaller calibre guns on
Nurnberg were of longer range and for a time HMS Kent was in danger till
she could get close enough to fire. The officers abandoned the bridge and
controlled the ship from the armoured conning tower, where Midshipman
Burridge was on duty. Once HMS Kent was close enough the battle began
in earnest.

**Burridge wrote:**

“Then we caught her a devil of a belt just by the fore turret and unshipped
her turret and wrecked the conning tower, killing her captain. We were
hitting her very frequently now and she was showing signs of being in a
bad way. Then she hit us twice forward by the forecastle, beautiful shots,
which made quite large holes. One wrecked the Engine Room Artificers’
bathroom and made a hole the size of a door in the ship’s side (about four
feet above water). The other wrecked the Signal Boatswain’s cabin with a 2
ft square hole. Later they hit us again and this wrecked the Commander’s
cabin, another nice little hole, and destroyed all his clothes.
Then the Officers’ bathroom got a shell in it which tore it up to blazes and
quite wrecked it. Then the men’s suffered the same fate.”

Surgeon Dixon recorded that the shock of their own guns firing on HMS
Kent was making paint flake from the “ceiling” onto the floor.
At 5.30 a steward found a wounded man below decks and called for
medical assistance. Surgeon Dixon found 32 year old Seaman Walter
Young.

**Dixon wrote:**

....a man with a shell splinter which had entered his back and gone through
his chest and was lying just under the skin of his left breast. Gave him
morphine and placed a dressing on the wound. Just then a shell came
through the ships side on the deck above us. We were blown backwards,
dazed for a second with noise and flash and there was a filthy smell of
lyddite. The whole place seemed tumbling about our ears. A heavy iron
grating fell from the upper deck onto the ladder above my head and added
to the noise. No one hurt in the compartment. I finished the dressing – left him in the charge of two of his mates – and fled below again. The
case was hopeless.” Walter Young took four hours to die. By 5.30 range
was down to 4,300 yards and the captain ordered that HMS Kent should
start firing high explosive shells instead of solid shot.
At 5.35pm the fate of the Nurnberg was sealed when two of her boilers
failed. She had been at sea a long time, and the inevitable lack of dockyard
maintenance resulted in boilers bursting. With two of her boilers out
of action the reduction in steam production made her speed drop to 19 knots. Escape was now impossible.

**Midshipman Burridge's description is as follows:**
The fore turret landed her a lovely smack just by the quarterdeck and by 6.26 she was now undoubtedly done for. Then she just began to haul down her ensign but it was hauled up again and she opened fire at us. The range was now about 3,000 yards and when we replied her decks became an absolute shambles, and one shell alone killed 50 men. We absolutely could not miss her and pumped in shot after shot. Then she was seen to list heavily to starboard and dipped her ensign, at 6.57. They were blazing and had every gun silenced. The list was now steadily becoming worse and worse till about 7.27 pm she capsized and then half righted herself only to go over again. Some of her crew took to the water before this.

Then her bows came up in the air and she went under for good. We had ceased fire at 6.57.” Nurnberg's finishing off of Kent's sister ship the Monmouth at Coronel had been avenged. To some extent this put right the jibe that ‘Sir William White designed the County Class but forgot the guns’.”

Now came the rescue of survivors....
That was made so much more difficult by the ships boats on HMS Kent being badly damaged by shell fragments. Despite that they managed to recover a dozen sailors from the terribly cold waters of the South Atlantic, but five of those died from hypothermia very quickly. Just seven men were left from the crew of 14 officers and 308 enlisted men. Midshipman Liley dived into the sea in a desperate attempt to save the life of one sailor, but without success. One survivor refused to eat or drink anything for fear that he would be poisoned – not realising that if they had wanted him to die they would have simply left him in the water.

Surgeon Dixon recorded that it took 20 minutes to do some rapid repairs to the ships boats so that they would float and during that time HMS Kent carefully manoeuvred amongst the survivors in the sea and ropes were thrown to survivors. Sadly, in such cold water most were already too far gone to be able to seize a rope. The boats came back to HMS Kent quickly as they were sinking, with as many survivors as they had been able to recover. Dixon led a team on the aft deck to perform artificial respiration, and he wrote “We worked with a will and brought round 8 or 9, the others were returned to the sea.”

HMS Kent continued to search for survivors from the Nurnberg long after any man could have still been alive in those cold waters. The search continued by moonlight and as they did so a four masted sailing ship came out of the darkness, passed them, and faded away like a ghost ship into the night – the same ship that had earlier sailed past Invincible and Inflexible. It later transpired that the sailing ship had been at sea for months and had been utterly unaware that war had broken out in Europe. Imagine their surprise at sailing into two major naval battles on the same day.....

Other ships had also managed to recover survivors, in total 215 men were recovered from the sea alive, leaving 1,815 dead.

One survivor of the Gneisenau was heaved into a ships boat and announced in perfect English “It’s bloody cold!” - he had been a translator in the German legal system. Another survivor brought on board HMS Carnavon said “I believe I have a cousin in one of the British ships. His name is
**HMS KENT**

Stoddard.” He was then told that Admiral Stoddard was on the very ship that had rescued him!
That was not the only surprise of the day. In London the first word of the action came in the form of a telegram to the Admiralty from the Governor of the Falkland Islands. It was rushed to Winston Churchill who was in his office at the Admiralty at the time. It was 5pm in London.

The telegram read **“Admiral Spee arrived at daylight this morning with all his ships and is now in action with Admiral Studee’s whole fleet, which was coaling.”**
Churchill wrote **“We had had so many unpleasant surprises that these last words sent a shiver up my spine. Had we been taken by surprise and, in spite of our superiority, mauled, unready, at anchor? ‘Can it mean that?’ I said to the Chief of Staff. ‘I hope not’, was all he said.”**

Two hours, no doubt very uncomfortable hours, before the next message arrived from the Falklands which reported the victory. Imagine the relief that must have been felt....

HMS Kent had not escaped either damage or casualties. Most of the damage was minor, but one 4.1 inch shell had caused most of the casualties. It had struck the side of the ship close to Casemate A3. It had exploded on contact but made a hole in the ships side and shell fragments and flame had penetrated.
The explosion killed and wounded all of the gun’s crew. Worst still it happened while they were in the act of reloading. One man was holding a bagged cordite propellant charge and it caught fire. Those not already killed were horribly burnt by the fireball from the burning cordite. The expanding fireball spread down the ammunition hoist into the magazine where a considerable amount of explosive remained. There it started a fire....

**Midshipman Burridge wrote:**

“Our casualties amount to 6 killed and 10 wounded. Practically all these occurred in A3 casemate where a shell burst outside and the flames came in and set light to some charges. All those in the casemate at the time were injured by fire, and the flame trailed down the ammunition hoist into the fore and aft passage again setting a charge on fire. Had it not been for the very prompt action of one of the Marines sergeants [Sgt Mayes CGM RM who promptly flooded the compartment] who bravely smothered it, we would undoubtedly have been on fire in no time.”

There can be no doubt that Sgt Charles Mayes had saved the ship and this resulted in his being awarded a Conspicuous Gallantry Medal. Surgeon
Dixon wrote that he hoped Mayes would get the Victoria Cross. Just after that incident came the injury to Private Kelley, a 45 year old reservist. He had been struck by a shell or a shell fragment and had both his legs blown off. He also had head wounds. Having been treated where he fell, he was brought to the Sick Bay where Surgeon Dixon could only give him morphine and take down his dying message to his wife Kate. Kelley lapsed into unconsciousness just a few minutes later. For the survivors of casemate A3 all the surgeon could do was give morphine and dress the extensive burns and lay the men on the floor in a state of shock. Shock was the main cause of death. Perhaps the saddest death in Casemate A3 was that of Tommy Spence. The gunnery Sergent on HMS Kent was Harry Flemming, and he had the task of allocating men to the guns. Flemming offered his own position, the best out of deference to Spences age, 46. Spence was horribly burnt and took four days to die. Harry Flemming survived but Spence’s death haunted him ‘till the end of his days.

Note: For full details of the casualties on HMS Kent see Appendix Seven.

A total of 38 shells had struck HMS Kent and a considerable amount of superficial damage had been done. Her flags and boats were severely damaged. With the wounded being cared for, the ship turned north and returned to Port Stanley. This time the speed was kept down to conserve fuel, as the Captain did not know if there were any German ships in the area. The ship’s wireless office had been wrecked and so they were out of communication with the rest of the fleet. By the time HMS Kent returned to harbour the next day, her coal bunkers were down to 128 tons of fuel left – just 7% left....

Just one German warship, the SMS Dresden, had escaped being sunk. The German commander, Admiral Graf von Spee and his two sons all died. Three months later HMS Kent, accompanied by HMS Glasgow would meet her again, and on this occasion the German ship chose not to fight. She had no choice. She had no ammunition left for her main armament and only had 80 tons of coal left. She had moored in a bay at an island off the coast of Chile and set a coded signal to a German collier to come and refuel her. Luckily the Signal Officer on HMS Glasgow was able to decode the message and so the Dresden was intercepted. A few shots were fired, before the Dresden ran up a white flag. The Dresden’s Intelligence Officer met officers from HMS Kent to discuss surrender but this was nothing more than time wasting while preparations were made to abandon the ship and remove the rest of the crew. When preparations were complete Dresden was scuttled by her crew.

The crew were interned by Chile till the end of the war, whereupon
about a third decided to stay in Chile. One man, the Intelligence Officer, made good his escape and got back to Germany to return to service. His name was Wilhelm Canaris, and he later became head of the German Military Intelligence Service. Suspected of involvement in the plot to assassinate Hitler he was imprisoned and finally executed in Flossenbürg Concentration Camp just a month before the end of the Second World War. Hanged with him was Dietrich Bonhoeffer, who is remembered as one of the saints and martyrs of modern times in the Canterbury Cathedral Corona Chapel.

Immediately after the battle Admiral Doveton Sturdee sent his official report (dispatch) to the Admiralty describing in detail the events of the day. He named a number of men whose conduct had been exceptional. From HMS Kent those who were “Mentioned in Dispatches” were: Commander A E F Bedford, Engine-Commander G E Andrew, Carpenter W H Venning, Chief Petty Officer D Leighton, Petty Officer 2nd Class M J Walton, Stoker Petty Officer G S Brewer, Shipwright 2nd Class A C H Dymott, and Sgt C Mayes.

Within three months awards were made to men from HMS Kent. Carpenter Venning received a Distinguished Service Cross, Sgt Mayes received the Conspicuous Gallantry Medal. Captain John Allen was made a Companion of the Military Division of the Order of the Bath. All the 1st Lieutenants were promoted to Commanders.

Rewards came in another form too for all the crew of HMS Kent. For their part in the sinking of SMS Nurnberg and SMS Dresden the entire crew were awarded Prize Money on a scale according to rank. Wallace Van Assen, a stoker received £15, a sum equal to £880 in 2012...

HMS Kent was now in need of repairs and proceeded north in the Pacific to Victoria in British Columbia. There, with typical Canadian hospitality she was welcomed by the population.
A year to the day after the battle new flags to replace those severely damaged by shell fire were raised for the first time. Captain Allen had had the fragments of the damaged flags collected, but the flags were too badly damaged for them to remain serviceable, even though they could be repaired. No doubt parts of the flags had been burnt or blown into the sea, but in addition some parts were kept by members of the crew as souvenirs. On 1st July 1916 the flags, repaired by the ladies of Kent who had originally made them, were brought by train to Canterbury Cathedral to be laid up. They arrived at Canterbury West railway station where they were met by the Vice-Lieutenant of Kent and handed to the navy to be carried in procession to the cathedral. At Westgate Tower they were received and welcomed by Dr Bremmer, the Mayor of Canterbury accompanied by all the Mayors of Kent. At the West Door of the cathedral they were received by the Dean and Chapter and were carried into the cathedral in a grand procession of the great and good of the county. At the rear of the procession were Mrs Allen and Mrs Bedford, wives of the Captain and Commander of HMS Kent. With them were two of the officers who had been on the ship in the battle. Souvenir napkins and booklets including the order of service were printed to mark the occasion. HMS Kent finally returned to the UK, at Devonport Dockyard, after being away at sea for no less than 28 months after leaving her home port of Portsmouth on 11th October 1914. No doubt the crew were desperate for a bit of leave and a chance to go the Portsmouth. However, the first order after tying up in Devonport was “All hands to coal ship”. Midshipman Burridge, by now promoted to Sub-Lieutenant RNR, was then given the task of taking one watch from HMS Kent to Portsmouth. He was then allowed eight days leave and caught the 8.20 train at Fort Brockhurst to go to his parent’s home. The train was fairly crowded but he saw a lady sitting in the carriage and sat next to her. He looked at her and said “Hallo mummy!” That must have been some homecoming! His was not the only unusual homecoming. When Surgeon Dixon got home he saw his son for the first time. His wife, Norah, had been pregnant when he joined HMS Kent on 3rd October 1914, and he did not know of
New flags being raised for the first time on the first anniversary of the battle, replacing those damaged or destroyed in the battle.

Below: Remaining fragment of HMS Kent’s colours
the birth till six weeks later. He recorded in his diary “When I did get home, David, who was two, took one look at me and then said to his mother, with obvious disappointment “Is that Daddy?”

HMS Kent later went on to service in the Far East, and oddly there is no mention of the Armistice in her log in November 1918. Soon after the end of the war she was sold for scrap. Her design was outdated even before the war had started and there was no place for any of the Monmouth Class in the post war navy. All had gone by 1921.

The story of the flags of HMS Kent in Canterbury Cathedral reveals that the flags having been so badly damaged near the start of the First World War, would suffer further damage soon after the start of the second. The two flags, a 24 foot long battle ensign, and a 8 foot Union Jack had been hung on flagpoles mounted on a north pillar where the Compass Rose is now placed. The battle ensign was high up with the much smaller Union Jack below it. Later the large battle ensign of HMS Canterbury was hung

Above: A souvenir napkin, kept in Canterbury Cathedral archives. They were printed to mark the occasion of the laying up of the flags of HMS KENT in the cathedral on 1st July 1916.
on a south pillar opposite those of HMS Kent. Being very large flags their appearance must have been striking with their flag poles inclined upwards. From the west end of the nave they appeared to be hanging above the nave altar. However, the infamous Baedeker raid on 1st June 1942 was to be the cause of further damage. The flags survived the raid, but glass had been blown out of windows in the north wall of the nave in the raid and the holes were not covered. Inevitably wind blew in through the damaged windows, and no doubt water too when it rained. On 18th January 1943 it was reported to the Dean & Chapter that as a result of a storm the flags had become damaged, and that as a result they had been taken down and had been placed in storage in All Saints Chapel.

All that remains of the ship is her bell. When a later HMS Kent was scrapped the bell would have come to Canterbury. However, the Secretary of the Association of Men of Kent & Kentish Men wrote to the Dean suggesting that the bell should be offered to Rochester Cathedral due to the ships association with Chatham. This was discussed and agreed at a Meeting of the Dean & Chapter on 24th January 1948, and it now hangs in Rochester Cathedral and like the bell of HMS Canterbury in Canterbury Cathedral it is rung each Saturday at six bells of the Forenoon Watch (11am) to mark the start of the Bell Ceremony.
APPENDIX 1

CROWS NEST VIEW

Life in a 1914 gunroom, and eye-witness accounts of the Battle of the Falklands, 1914, and of the sinking of SMS Dresden, 1915
“Invicta”, is the emblem of the county of Kent, used by HM Ships of that name

It was no accident of fate that each of our two World Wars opened with naval action as far from home as could be. Our enemy, unable to challenge our main Fleet, had like the French after Trafalgar to content himself with Guerre de Course - attacks on merchant shipping - the necessary strategy of the weaker power. It made sound strategic sense to conduct this on the most favourable ground, namely where it was most difficult for the United Kingdom to bring defence to bear. Even an individual raider could tie down enormous British resources. In both cases our capability was underestimated and successful naval actions were fought far away in the South Atlantic early in the conflict, and the surface threat in those waters was duly eliminated. In the Kaiser’s War we had been caught on the back foot after a humiliating defeat caused by poor strategic dispositions, in turn caused by ignorant but dynamic civilian meddling with professional matters. The response, triggered by even more but this time better-directed dynamism from the same source, was swift and overwhelming. The Battle of the Falklands has been discussed at length by qualified historians. What flows is not a further assessment, but a personal account of that event - and others - by someone who personally witnessed it. Unlike some personal recollections it is more than a collation of his shipmates’ experiences - it is an eyewitness account: this is what he says he actually saw. His account is also of interest because of what his style tells us of the flavour of the times.

Robert Lewes Burridge was born in London in September 1894, the sixth and last child of Lieutenant Colonel FJ Burridge, Royal Artillery, younger son of an ancient Somerset family, and Kate Stannard, a soldier’s daughter and granddaughter of Norfolk extraction, who had met her husband in India whither her father had followed the drum. The Burridges were celebrated if at all for the production of merchants, lawyers and clergymen, although
some had been shipowners and their family crest is that of a mariner with his hand on a rudder. The nearest ancestral links RL Burridge had with any professional seamen, although he was personally unaware of these connections, were being second cousin ten times removed of Robert Blake and a ten-greats nephew of George Monk - names to conjure with even if both started off their military careers as soldiers. Nevertheless, Burridge was one of those people destined from earliest childhood to go down to the sea in ships, called by unknown forces deep inside himself.

He spent his holidays from boarding school making and sailing model boats on the beach in front of his home at Lee-on- Solent. In spite of what might charitably be called attempts at coercion at Wellington, where he had a free place by virtue of his late father, who had died in harness when Burridge jnr was rising four, he continued absolutely determined to be a sailor. He had missed the boat for the Britannia, there was not then any Special Entry, so he was duly apprenticed to the Merchant Service, taking with him a volume of Browning’s poems won as a Divinity Prize at Wellington and an OW tie.

**By December 1911** he was in the Magellan Straits, with no idea that he would soon revisit them on weightier business. In July 1913, as the clouds of war gathered over Europe, he joined the Royal Naval Reserve as a midshipman.

**On 3rd October 1914**, newly mobilised, Burridge joined HMS Kent in Portsmouth. She was an old ship but heavily armed with fourteen 6” guns and eight 12-pounders. She had commissioned with a Ship’s Company drawn almost entirely from the Reserves (‘Rockies’) - mostly experienced men now enjoying the blessings of the land after years at sea. Some of her junior Wardroom Officers were also RNR, like Burridge serving Officers of the Merchant Navy. Twenty years old (just) and with years at sea already behind him, Burridge had more savoir-faire and was more all about than the usual newly-joined RN Mid. Like all Snotties before and since he was required to keep a Journal. His has survived from that point to Kent’s eventual arrival in Esquimault, for refit, in May 1915. Although the printed instructions then as now require periodic review by the CO, and ‘the Officer detailed to supervise the Midshipmen’s instruction ... should initial the journals once a month’ there is no sign of this - no ship’s stamp, no initials, no comments - and Burridge chats away to his journal in a very free and easy manner. This ‘slackness’ may reflect the apparent indication that Lt Cdr Redhead RD RNR, perhaps more appropriately for an all-RNR gunroom, was Snotties’ Nurse, rather than, as was customary, the Navigating Officer. Redhead comes across as something of a hero; in 1913 he had been awarded a Board of Trade bronze medal for diving into the Mediterranean to try and rescue a Lascar who had fallen overboard.
The tone of Burridge’s writing epitomises the open, innocent, carefree style of the straightforward, honest people we were before the roof fell in in 1914. The Journal also has a lot to tell us about Gunroom life and the duties of a Snotty in those far off days; Gunrooms like Kent’s disappeared from the Fleet over fifty years ago. Aboard Kent, by the way, there was no hint of the barbarism experienced by Charles Morgan and chronicled in his book that was so ruthlessly suppressed by the Admiralty, although comparable experiences to Morgan’s were confirmed to the present author by Burridge’s brother-in-law - a midshipman in HMS Warspite in 1915-16 - and Morgan’s account was endorsed by Admiral Godfrey. This may be because all nine midshipmen were of equal seniority and experience, or rather, in RN terms, inexperience. They were initially all at sea together in an RN world where even the wheel orders were differently phrased. To anticipate, the volume ends on 28th of May 1915 in mid sentence at a Red Cross concert at Esquimault in Government House - “We were introduced to countless beauteous ..”

Burridge’s Action Station aboard Kent was in the foretop. As a result we have before us his eyewitness accounts of the Battle of the Falkland Islands and of the later sinking of SMS Dresden at Juan Fernandez. His letter to his mother describing the Falklands battle has also survived. These can now be spliced together to provide a narrative which may add to or perhaps confirm other accounts compiled by more senior or more scholarly parties.

Note: All the material in normal type is in Burridge’s own words and notes are in italics, dates being in bold to aid the narrative. Some sentences have been transposed for clarity, and the spelling of some place-names has been silently corrected. Some Journal items have been seamlessly interpolated into Burridge’s letter home. Some other material has been added at the end of the main account from letters Burridge wrote to the author many years after the events described; like many another mariner, Burridge had a taste for reminiscence. His contemporary record, as above, was at least open to correction by his seniors so we may regard it as factual. Being RNR shows through; Burridge always meticulously records the owning Line of any merchantman encountered and the Journal at times uses Merchant Service terminology which is reproduced unchanged. Material in square brackets: [ ] has been further interpolated by way of explanation or adumbration. Repeated items of ship’s routine have been omitted. Each day started with Divisions followed by Prayers and closed with Evening Quarters when the hands again paraded by Divisions and which might be followed by some sort of seamanship evolution, or organised physical exercise. The ship was at three-watch Defence Stations for most of the period covered and the ship was darkened at night - in the tropics.
the resulting blackout screens and closed scuttles made a ship intolerably stuffy between decks. But in 1914 discomfort was taken as it came and was not regarded as a source for complaint. Besides the details of surface action, now passed into history - no warship has been sunk in straight gun-to-gun action since HMS Newfoundland and HMS Diana sank the Egyptian frigate Domiat in 1956, the last occasion also that the breech-loading gun (with silk-bag cartridges as opposed to the quick-firing gun with its metal cartridge cases) was fired in anger by the Royal Navy.

There are two other themes in this account. One is Communications and the difficulties in knowing where to go and what to do when wireless was in its infancy, unreliable, and often unavailable. Marconi’s first live transmission to a ship at sea - and hardly any distance away - had only been made some fourteen years before. An example (1st December) is a flap in Kent’s squadron about a German raider, caused by reports sent by a British merchantman when the ship she was actually trying to escape was HMS Bristol, part of that squadron sent to interrogate her. Another is the way the searching ships were disposed to counter the German cruiser Karlsruhe months after that vessel had actually disappeared forever. This sort of imperfect information is part of what is called on Staff Courses ‘Fog of War’.

The other theme is Coal. To the tune of ‘Holy, Holy, Holy’ the sailors used to sing ‘Coaling, coaling, coaling, always bloody well coaling ..’ Behind the stately lines of immaculate grey warships was a fleet of slow colliers, chugging along at the Admiralty’s orders so as to be to hand whenever needed, all over the world. And when a force did coal, it probably - as at Falklands - had to take turns with the available colliers. Unlike oil fuel, coal could not be transferred on the open ocean except in very favourable conditions (see entry for January 11th); usually a relatively sheltered harbour had to be used. Therefore any ship needing to use high speed could only do so if adequate coal supplies would be available within a day or two in a friendly or at least neutral harbour. The defeat of the Dresden was as much about coal as gunnery; she was cornered by our cutting off that supply.

October 10th, Saturday. Coaling Ship. Had just arranged myself in coaling gear when the Commander called me and said I was to get dressed and take charge of the picket boat. Great jubilation at the prospect of seeing other people dirty and staying clean myself.

11th, Sunday. Have got over the after effects of coaling in a wonderfully short time, ship quite clean already.

12th, Monday. Leave for an unknown destination. Goodbye to dear old Portsmouth. I was left ashore to bring the postman and stewards and stores
aboard. Wrote farewell letters to any amount of lady friends. Nearly broke up the picket boat coming alongside. [Kent] very nearly had a collision with a French torpedo-boat at midnight. Great excitement.

13th. Various people are feeling a slight touch of ‘mal de mer’. She seems a very good, weather ship. Sea Routine simplifies many things that were rather puzzling before. “14th. 37°37’N, 14°27’W [Burridge puts lat and long beside the date - until November 7th when this practice ceases] Rolling very heavily last night. Everyone was in a bad temper. The gunroom deep in water. Took my first sight aboard this ship today. It wouldn’t come right at first but eventually it came right. We are all pretty fit again bar Williams who is still bad. Terribly hot in the gunroom and we daren’t open the scuttles, the sea is too high. We are trying to arrange something about servants. Had about an hour’s signalling this forenoon. Got one mistake in my semaphore. To begin with the War is hardly visible and Sea Routine for a Snotty is what it always was - watches, astronomical sights, signals exercises, Commander’s Doggie, witnessing evolutions, taking away seaboats and so forth. A few only of these items have been reproduced here, as above, to give the flavour. The minutiae of daily life are stretched to fill the required quota of reporting -

17th. Stifling hot. Thank goodness we are going to bend on white clothes tomorrow.

A Lieutenant Dumaresq had invented a fire control instrument in 1902. Set with known and estimated factors of ‘own’ and ‘enemy’ ships, the rate of change of range, and ‘Dumaresq’ deflection, could be read off. The rate was used to keep the range of the target up to date on the Vickers Range Clock, the Dumaresq rate being tuned as necessary in line with the actual range found by the optical rangefinder. This early attempt at centralised fire control, which it will be seen could produce satisfactory results in action, preceded the later development of directorcontrolled firing. Burridge’s Action Station was in the foretop.

Had more target practice this morning but the juice [electricity - in the Gunnery world traditionally ‘a subtle and imponderous fluid invented by Admiral Fisher and perfected by Captain Scott’] ran out after a while. Quite a party up the foretop. The Gunnery Lieutenant, Lieutenant Commander Redhead, Lieutenant Tilling RNR, Staff-Surgeon Dixon, Mid. Liley and myself as well as two messengers, a signal boy, another boy and the Dumaresq trainer.

The Gunnery Lieutenant, Victor Danckwerts, was quite a star and had just won the Egerton Prize for coming top of the 1913 Gunnery Long Course; he was one of five on his course to be selected for the later Advanced Gunnery Course at Greenwich, and retired as a rear-admiral. Gunnery was where the Navy kept its brains; Danckwerts’ father was a KC, his brother became a Lord Justice of Appeal and his son became a professor
of chemical engineering. At 10 am on October 19th Kent arrived at St Vincent in the Cape Verde Islands and.... started coaling right away. Burridge missed some of it, escaping to his picket boat, but one can surmise that the vessel passed to the shipwrights and Burridge had to shift into coaling gear.
Whenever I have the Marine Captain aboard I have an accident of some sort, while with anyone else everything is alright.

20th. Stopped coaling about 2 am this morning and everyone went to sleep where they were standing. Three or four of us slept in the gunroom under a thick coating of dust. We left about 2.30 this afternoon and of course something went wrong with the electricity and we had to hoist the picket boat [presumably repaired] by hand. Kent then escorted two troopships as far as the Canaries and then turned south for Dakar and more coal having burned rather a lot on a wild goose chase after the supposed German cruiser Karlsruhe. A foretaste of things to come. All merchantmen encountered - and they were nearly all British - had to be boarded to ensure they were what they said they were, and not perhaps in prize to a raider. One turned out to be Burridge’s old ship, the Harrison Line SS Spectator of Liverpool. On 25th at Las Palmas Burridge had scored some points with the Commander by stripping off and diving in to clear a line which the relief crew had managed to snag round the screw of his picket boat.
as no one else seemed anxious to retrieve it. There were six round turns and a bucket foul of the propeller. I was in the water for about half an hour. That evening the Commander complimented me so it was worth the ducking.

25th. A message about a German ship with gold stowed under a cargo of coal so off we went to Santa Cruz. 26th. She had gone but we went out after the real business and pelted after the Karlsruhe at 16 knots. I hope we meet her, as I want to have something to say for myself later on. Of course it will be a running fight as it would be madness on her part to stop and fight. Kent arrived at Dakar on 28th.

28th. Native labour to help us - French niggers who talked an absolutely impossible jargon. 29th. The Karlsruhe has vanished again. Next stop Sierra Leone for more coal on November 3rd, where Burridge narrowly missed stays with his brother-in-law who was serving with the West Africa Regiment.

November 3rd. Started coaling at 9.30 am and worked until 8 pm, then in 4 hour watches throughout the night until about 5.15 am. We got in 1,380 tons at 25/- a ton. The heat was intense. It was not then known on board
that on the evening of November 1st an ill-assorted British squadron had suffered a dreadful defeat off Coronel. But by Thursday 5th Kent was again at sea, heading at 16 knots for South America.

5th. Our exact destination we don’t know but we believe we are going to the German rendezvous.” The passage was like a peacetime cruise - Divisions, scrub hammocks, bathing in a sail-bath rigged on deck. On November 8th the first of many concerts was organised.

6th. The Commander and No. One sang which was very sporting of them.” Life was otherwise now being taken seriously; there is no mention in the journal of Crossing the Line nor of the traditional associated ceremonies which go back in form to the Phoenicians. Burridge had been put in charge of a Division of stokers.

November 9th, Monday. I have to run a Stokers Division now, they are queer cusses too - no idea of discipline at all. Tuesday. Divisions and Prayers. My stokers sloped off the quarterdeck as if they were ashore in a side street. One of them came to Quarters this afternoon with a pipe in his mouth. At the Abrolhos Rocks in mid-Atlantic on 11th it was coal ship again - from the collier SS Thistledhu - from 8.30 am to 11.30 pm, to get in 1,200 tons. That’s 200 tons a day at 16 knots. Any faster, and Kent would not have reached the Abrolhos Rocks. Kent’s further passage to Montevideo was countermanded and the hiatus allowed some time (and coal) for gunnery practices. Fresh provisions were always a problem and Kent got by with the help of the better-supplied merchantmen she stopped.

12th. Stopped the Amazon of the Royal Mail Steam Packet Co. They cheered like anything. We sent a seaboat for fresh provisions, the Captain of Marines taking charge [‘soldier and sailor too’] By 15th the Captain seemed “agreeably impressed” by Burridge’s recalcitrant, but now much improved, stokers.

16th. Stopped and boarded the Pacific Steam Navigation Co.’s Ortega. they appeared glad to see us [you bet - they had been shelled by the German cruiser Dresden, INSIDE Chilean territorial waters, two months before] and played the National Anthem three times and ‘Songs of the Sea’ once for our benefit. They were also very generous in supplying us with fresh provisions.

By 17th Kent was back at Abrolhos and coaling again. There was mail including a letter from Burridge’s brother at the Front in France - probably the last he ever wrote. Patrolling and coaling continued alternately as the squadron destined for Von Spee’s Götterdämmerung began to foregather
and concentrate. On 20th HMS Edinburgh Castle which had been in company at Abrolhos was sent home, taking with her 17th. the Piper, so we are spared more bagpipes. Sturdee’s flagship and her sister battle-cruiser joined on 26th. The people of Kent sent a whole pile of parcels for the ship’s company. They have been very generous to us.

November 28th, Saturday.
Heard some news about the battle off Santa Maria. This refers to Coronel - four weeks before - although HMS Glasgow, which had escaped from that battle, had arrived at Abrolhos Rocks on 23rd, and of course the battle-cruisers, which had arrived on 26th as above, had been sent out by Churchill specifically to avenge that defeat, the most severe for a century and to wipe out any memory of his own glib assumptions about the usefulness to Cradock’s doomed squadron of that elephantine liability, HMS Canopus. As to the latter, Churchill’s own account, even when revised years later, was shot through with selection and selfserving misinformation. Canopus was to redeem herself magnificently.

30th, Monday.
We expect to arrive at Falkland Is. in about a week’s time, if we have not encountered and sunk the German fleet before that.

December 2nd, Wednesday.
We had a run on the Dumaresq. In the evening another batch of clothes from the people of Kent was given out to the hands. They chiefly consisted of mitts, gloves, socks, mufflers, shirts, vests and drawers, also a few white sweaters. It was killingly funny seeing the various expressions on the faces of the men as they drew their articles. Young Gentlemen must learn to haul with the mariners. For ex-Merchant Navy apprentices this is less of a problem for they have wielded a chipping hammer more often than a sextant. The RNRs turned to part-of-ship with a will: We gave a hand chipping the after turret. It was quite a novelty working because one wanted to and not had to do it.

Friday 4th.
Two albatrosses were seen. Weather got suddenly quite chilly. The Kents were soon going to be glad of those Kentish comforts. Kent arrived off Stanley at 10 am on December 7th. The colliers went to HMS Carnarvon first and then it was the battle-cruisers’ turn. While Kent was waiting for hers somebody else arrived…. and saw tripod masts which he assumed were somewhere in the North Sea. As the ship named after him would do a quarter-century later, Von Spee had blundered into a British force that
HMS KENT

had concentrated in his grain only twenty-four hours before. Now each side surprised the other; both were forced into an encounter battle.

HMS Kent, December 11th 1914

My Darling Mother,
I expect by the time this is written you will have heard all about the fight, but perhaps I can give you a fuller account of what happened than the papers.

Here goes. At 7.50 a m on Tuesday morning the flagship sent us a message, “Kent weigh”, just those two words. No sooner had we heard it than the rumour went round that the Germans were in sight. At 8.02 we got under way and then it was confirmed that the enemy were in sight. The battle cruisers were still coaling. As we came near the entrance of the harbour we saw two columns of smoke and later and further aft we noticed three other columns of smoke. Then the Scharnhorst [actually Gneisnau but the two ships were virtually identical] and the Nurnberg came in sight and the Canopus opened fire from behind the land. All her shots fell short but they had the effect of making the other ships clear out a bit. [Her 12” guns had an absolute maximum range of 13,500 yards. Her shot fell 800 yards short but a ricocheting practice shell fired from the after turret actually winged Gneisnau. This had been loaded the night before in a crafty attempt by the after turret’s crew to get one up on the fore turret in the practice shoot planned for this day. Twenty-five years later the ship named after Von Spee was in turn winged by HMNZS Achilles. Nevertheless, these, the only shots Canopus ever fired in anger, by their deterrent effect saved the Falklands - the British squadron had been effectively caught in bed, without coal, without steam, and masking each other’s guns.] “We were now right in the entrance of the harbour and fully exposed to the Scharnhorst, a very powerful armoured cruiser. We were expecting a broadside and, as [her 8.2”] had much longer range than our guns, we were a bit on tenterhooks. [Also, the German ships had fully worked-up Active Service crews with no reservist dilution. Kent had had no formal work up at all.] The range was about 14,000 yards so we went astern. Eventually they all sheered off and we followed about 16 miles astern. The large ships had shoved off the colliers and were raising steam. We were the only one with steam up. We were the first ship out [Kent
HMS KENT

was Guard Ship for the night of 7th] and we were followed by HMS Glasgow, Inflexible, Invincible and Cornwall, the Carnarvon bringing up the rear.”

At 1030 the flagship signalled ‘General Chase’ - one of the last uses, surely, of this ancient naval signal for bringing on a pell-mell battle. “After about three hours, i.e. 12.50, the Invincible, with the Inflexible and the Glasgow, opened fire on the Scharnhorst, but fell a good deal short, but as she was quickly overhauling her ship she soon got within range. We had a fine view of one of the grandest long range battles ever fought, but, as they were going on a course at right angles to ours on the port side, she was soon out of sight but not before we had seen her hit the Scharnhorst. When we lost sight of them we saw the Scharnhorst distinctly get a nasty knock from a 12” shell amidships. Meanwhile the Inflexible, a trifle ahead of her, was engaging the Gneisnau, just within range. The gunnery was a bit loose at first but soon became excellent. “Then the Glasgow went right across our bows travelling about 29 knots. She engaged the Leipzig [returning the punishment she had received from Leipzig from whom she had been under fire for 45 minutes at Coronel]. It was a treat the way her captain [Luce] handled her, just jumping into range, blazing away, and then out again. She damaged the Leipzig twice but also got hit once. She then dodged off to chase the Dresden. “By this time (4.19) we had fired our first shot, at the Leipzig, but were unfortunately out of range. Then it was noticed that we were overhauling the Nurnberg very fast, so we altered course and went after her. We opened fire at about 5.09 pm with 11,000 yards range but we were still short of her. She soon got our range however and then things got a trifle warm and the bridge was abandoned for the conning tower.” Initially Nurnberg had the edge in speed but, unknown aboard Kent, two of her boilers burst which brought her down to 19 knots. When she realised that Kent was thoroughly overhauling her she turned to open her A-arcs and present her broadside so as to be dishing it out as well as taking it. “Their 4.1” guns outranged our 6” by a good deal. Our shooting got very effective at about 9,000 yards. As soon as we got their range we were put into independent firing and we began to put shells all round her. Then we drew blood, and you should have seen our faces. Their shells were coming mighty near us and we were getting spray into the foretop. “Very soon after this we got a shot which carried away our fore top-gallant mast and bits of splinters landed
on the roof of the foretop. That gave us rather a jar, but till then and after that my only sensation was curiosity as to what the final result would be. Their shooting was very good indeed and it is a wonder to me that we were not very badly hit. About this time we carried her foretopmast away and began holing her badly. She was running full pelt and we were going 24.7 knots after her. Considering that we are an old ship built for 24 knots and have been out at sea over two months, this was as near a miracle as anything I've ever heard of. “Then we caught her a devil of a belt just by the fore turret and unshipped her turret and wrecked the conning tower, killing her captain. We were hitting her very frequently now and she was showing signs of being in a bad way. Then she hit us twice forward by the forecastle, beautiful shots, which made quite large holes. One wrecked the Engine Room Artificers’ bathroom and made a hole the size of a door in the ship's side (about four feet above water). The other wrecked the Signal Boatswain’s cabin with a 2 ft square hole. Later they hit us again and this wrecked the Commander's cabin, another nice little hole, and destroyed all his clothes. Then the Officers’ bathroom got a shell in it which tore it up to blazes and quite wrecked it. Then the men’s suffered the same fate. “All our people were wonderfully cool and not a soul seemed to have the slightest doubt about the result. We had been using a good deal of Lyddite and so had they. Our hammock nettings were quite yellow from Lyddite which had exploded from their shells. “The fore turret landed her a lovely smack just by the quarterdeck and by 6.26 she was now undoubtedly done for. Then she just began to haul down her ensign but it was hauled up again and she opened fire at us. The range was now about 3,000 yards and when we replied her decks became an absolute shambles, and one shell alone killed 50 men. We absolutely could not miss her and pumped in shot after shot. Then she was seen to list heavily to starboard and dipped her ensign, at 6.57. They were blazing and had every gun silenced. The list was now steadily becoming worse and worse till about 7.27 pm she capsized and then half righted herself only to go over again. Some of her crew took to the water before this. Then her bows came up in the air and she went under for good. We had ceased fire at 6.57.” Nurnberg’s finishing off of Kent’s sister ship the Monmouth at Coronel had been avenged. To some extent this put right the jibe that ‘Sir William White designed the County Class but forgot the guns’. Kent could not close
Nurnberg to rescue survivors until Nurnberg had actually sunk because of the risk of the German firing torpedoes at her, right up to the moment of capsize. Leipzig at her last gasp did indeed fire three torpedoes at Glasgow although these were not seen at the time.

“We did all we could to pick up survivors but alas our boats were too damaged to get out for some time. But we patched them up temporarily and managed to get 10 survivors three of whom died of exposure. One of the Snotties, Liley by name, very pluckily went over the side for a drowning man, when the water was freezing. Unluckily the poor devil didn’t pull round.” Burridge was clearly concentrating on Nurnberg to the exclusion of all else and does not note the passage of a four-masted barque, outward bound from Valparaiso and ignorant of the fact that there was a war on, which sailed close to Kent and was seen by others on board at this time. This was one of two sailing vessels that sailed majestically through the battle area. “The other ships came off all right: - The Invincible sank Scharnhorst Inflexible sank Gneisnau Kent sank Nurnberg Cornwall sank Leipzig Glasgow helped Cornwall and went after Dresden who however escaped.

“We are now coaling at least just finished. I had on two pairs of drawers, a pair of flannel trousers, two vests, a shirt, waistcoat and sweater, with a boiler suit over that and yet I was awfully cold. “We have not had any mails yet but are living in hopes of getting some today. We won’t be here long so it would be no earthly good writing here.

Good-bye, Mother dear, give my love to all, Bobby.

Burridge’s Journal again takes up the tale, in some respects in more detail.
The sea had got up considerably and towards the end of the action our lower casemates were fighting waist deep in water. [Initially] we could do no rescue work at all save wait for them with lines and life buoys. A few reached us and were hauled on board. Our boats were then patched up and we launched the galley and the cutter and saved a few more. As she sank we noticed her men waving a German ensign on her quarterdeck, to the last. [We saved] two warrant officers, four seamen and one stoker. One of the German prisoners swore everything we gave him was poison, and would not eat. The fall of the fore topgallant mast had of course carried away the main roof wireless aerials. Our being unable to answer any
wireless calls caused considerable apprehension in the flagship. She kept calling us up and we heard her tell the Macedonia and the Bristol to look for us. We were rather afraid of meeting our other ships as we had no way of answering their signals and might be mistaken for a hostile ship. We were still able to receive messages through our wireless and heard all the fleet calling up so knew they were still afloat. The Bristol and Macedonia [AMC - Armed Merchant Cruiser] have sunk the German colliers Baden and Santa Isabella. The significance of this last sentence was to become brutally apparent to Dresden. Bristol was put to this duty after being too long getting out of harbour to have a chance of catching up with the warship battle. Kent, although she got off lightly, had taken time to catch up and had therefore to close the range in order to prosecute her action in the available light. She was thus exposed to greater punishment than the other British ships. Our casualties amount to 6 killed and 10 wounded. Practically all these occurred in A3 casemate where a shell burst outside and the flames came in and set light to some charges. All those in the casemate at the time were injured by fire, and the flame trailed down the ammunition hoist into the fore and aft passage again setting a charge on fire. Had it not been for the very prompt action of one of the Marines sergeants [Sgt Mayes CGM RM who promptly flooded the compartment] who bravely smothered it, we would undoubtedly have been on fire in no time.

9th, Wednesday.

We intercepted a wireless from the Flag reporting the sinking of the Scharnhorst and Gneisnau. So now the score is two big cruisers and two light cruisers and two large colliers sunk. Their casualties must have been nearly 2,560 against 6 killed 10 wounded in Kent, 1 killed in Inflexible and 1 killed onboard Glasgow. [British fatal casualties at Coronel were in hundreds - two entire ship’s companies.] The gunroom was flooded during the action and has not recovered yet but we have come out top-dog and are ready to put up with anything. Coaling again! The collier came alongside at 7 pm and after dinner we commenced coaling but packed up at 10 pm to give our men some rest which they thoroughly deserved. ...

10th. Coaling resumed at 5 am, bitterly cold, had an immense quantity of clothes on but could not keep warm. We coaled till 6.30 and took in 1611 tons in 13.7 hours which was very good averaging 117.6 tons per hour working four hatches. We received the King’s congratulations today and were rather puzzled at the wording as it called the victory ‘opportune’. For Churchill, certainly. The significance of Kent’s brush with a cordite fire was not extrapolated by Authority with results, all too well known, at Jutland. As it was ....the battle cruisers seem practically undamaged. Invincible has one gun out of action, a 4.... one in the forward superstructure and no casualties. Inflexible has no damage to speak of, and only one casualty
which occurred during the action by a shell taking away the head of the main derrick, a splinter off which hit a man and killed him. *It was to be a different story when exposed to heavy shell and an enemy of their own fighting weight. One of the Battle Ensigns worn by Invincible during the action was laid up in Portsmouth cathedral. Another is in the lobby of Eton College chapel.*

**11th.** In the afternoon we buried the killed ashore with full naval honours. It was very impressive, but rather depressing. The inhabitants of Stanley came and attended it. The crew of the Glasgow and some of the flagship’s band also appeared. *Burridge saved a photograph of the later-erected memorial cross among his papers. The force remained off Stanley.*

**12th.** We had a visitor aboard. He was a midshipman off the Macedonia and of course we had a rare old beano and the greatest rag imaginable” until

**13th.** Inflexible, Glasgow and Bristol sailed in the forenoon as we have had news of Dresden.

**14th.** There was a Dickens of a spasm this afternoon. We heard that there was an armed liner knocking around. This rumour was further confirmed by Cornwall leaving harbour this afternoon. Then we had another buzz that Germans had landed at Port Louis and Falkland Island Volunteers were mobilised and a detachment of marines from HMS Canopus but it only turned out to be another buzz. *Kent sailed on 15th and manned and cheered ship for the flagship, which was coaling.*

**16th.** After Evening Quarters we had Physical training, in which my stokers took part, and were really killingly funny in their attempts to attain the requisite positions. *On 18th Kent and Orama (AMC, ex-Orient Line) arrived in the Magellan Straits and the long game of Hunt the Dresden began.*

**18th.** We heard during the night that the German armed liner Patagonia had been interned in an Argentine port.

**Christmas Eve** ....peculiar as it may seem we did the record coaling of the voyage, 450 tons in 2hrs 55 minutes. I had the 8-12 watch so had the privilege of wishing my relief a Happy Xmas.”

**Then Christmas Day far from home.**

After champagne in the wardroom the traditional procession, led by the temporary ‘Commander’ and ‘Engineer Commander’ and the ship’s band visited every mess and partook of sundry specimens of duff and cake. The new Commander held defaulters really awfully funny. The wardroom
The decoration was rather unique. It consisted of baby clothes hung up for sale by auction. They were sent to Mr Dunn, by some unknown benefactress. All the Officers were then routed out and carted round the ship on the sailors’ shoulders and later there was a concert and then the Gunroom got down to its own Christmas Dinner. On Boxing Day there was a boat banyan for the Gunroom.

26th Boxing Day. We donned old clothes and seaboots and proceeded ashore in the cutter towed by the steam pinnace. We got to Orama and towed her whaler to the Observation Station. The pinnace dropped us and we rowed into a bay abreast the ship and went inland and explored the forests. We had a bathe, it was rather cold but one soon got used to it. [Important in the context of the lifesaving after the battle.] Then we basked in the sun. We saw the Navigating Officer and Mr Redhead and the chief quartermaster stranded on an island so we pulled over to them in the cutter wearing our birthday suits.

The ‘holiday’ season continued until on 28th,

Kent weighed and the Squadron concentrated and stood to the North to Coronel, on 29th passing the new battle-cruiser Australia on her way to Britain to join the Fleet. I was told to go up to the foretop to find out her rate of change so I went and worked the Dumaresq on her. The tactical assumption was clearly that Dresden was making her way north up the coast of Chile but all this time she was tucked away in what is now ‘Dresden Inlet’ in the far southern corner of the islands to the South of the Straits, to which she had been guided by a German resident of Punta Arenas, Albert Pagels, ex-sailor, trapper, hunter, fisherman and man of parts (and, like the doomed Kit Cradock, a veteran of the storming of the Taku forts in the Boxer rising) who had been summoned to duty by the German consul. After sending Orama into Valparaiso Kent put into Coquimbo on January 6th. The search, for German support and supply ships as much as for Dresden, continued north past Callao almost to Guayaquil. Weeks of patrolling, boarding and coaling followed with the odd dog-watch run ashore when circumstances permitted.

11th January 1916. Coaled at sea with one engine doing 32 revs and the helm nearly hard over. There was a troublesome swell running and securing the collier was considerably hindered by it. We were bumping a good deal and the collier had a plate damaged. The Orama sent congratulations about it.

14th. Held a sports meeting in the dog watch. Some very good runners came to light. We [the Gunroom] won the relay race. the ‘Duchess
of Vallenar’ gave away the prizes of tinned fruits sausages sweets etc. The background to this and to the fish-blasting which went on at every opportunity at anchor was the messing system whereby each mess in the ship did its own catering. Any savings obtained via freebies reappeared as cash which could be spent on delicacies from the canteen or distributed to mess members according to democratic decision.

18th. Went into San Nicolas. A very desolate spot with some donkeys or mules, which we thought were wild, but later some men who also appeared to be wild came and took them away. British merchantmen encountered were hugely relieved to meet a British warship.

19th. Sighted our old friend the Ortega. Sent off the second cutter to her which brought off a good store of provisions which were very welcome. Boarded the Orissa later on and got lots of papers and gear from her. Passengers seemed very pleased to see us.

On 25th news of the Dogger Bank battle reached the Kents. Heard about a big fight in the North Sea and that the German cruiser Blucher has been sunk. Two other German BCs badly damaged. The Gunroom staged a pukka Mess Dinner. Had the Commander and the Paymaster to dinner in the evening. At 9 pm we had a spasm and General Quarters were sounded. We had sighted a steamer and gave chase. When she sighted us she dowsed her lights and dodged. She was a London oil tanker so we secured and carried on our dinner. The real Navy continued on its relentless way. A warrant was read and a marine was deprived one Good Conduct Badge for gambling.

30th. Kent, Orama and Celtic [AMC] arrived at Blanco Encalada. It was rather a desolate looking spot but there seemed to be telegraph wires there. Rumour said that our Captain and Captain Seagrove of the Orama went ashore and squared the inhabitants. There was one hut and two boats there. The only occupation of the men seems to be fishing. There are also sundry fowls and dogs plus two donkeys ashore. Celtic is armed with eight 6” guns Mk2 with a range of 10,000 yards so really she is more useful than the Orama. In the forenoon three of us went ashore and wandered round the hills and subsequently had a bathe.

2nd February. Heard some very cheery War news. Heard from the Peru that the German cruiser Kolberg was sunk. On 4th February off Tongoi Bay just north of Valparaiso coalng went less well than usual. Trevanion is not half as convenient as Pensylvania and we had to rig the very awkward forecastle whip which carried away quite close to the block but luckily no one was hurt. It was entirely the fault of the Leading Stoker who
was driving the [steam] capstan. At the time he was engaged in a very interesting yarn with a kindred spirit and consequently did not hear my order ‘Ease Away’ and when it was repeated he ‘heaved away’. Kent was then presented from shore with a live pig by a local Englishman.

5th. The pig is very popular and seems to enjoy life but dislikes being washed and always protest vigorously. The pig was indeed popular and in the end the Ship’s Company refused to let it be killed so it was transferred (or bartered) to another ship, probably one which showed it less affection. On Thursday 11th Kent anchored off Vallenar and on 12th Burridge led an Observation Party ashore. Nothing is recorded as being observed but the Gunroom enjoyed the banyan. On 16th Kent and Orama staged a regatta which Kent won (but Kent’s midshipmen lost to Orama’s).

16th. A fishing boat came near and Kitchin hailed them and we gave them bread tea and sugar. [Kitchin was a ‘clerk’, equivalent to a Supply Branch midshipman today, and messed in the gunroom.] They gave us a young otter, quite a nice little thing. We told them we were Germans and asked them if they had seen many other things. We showed them a board with ‘Dresden’ written on it but they did not seem to understand. On 17th there began another round of fruitless searching, to Valparaiso and Coronel.

On 24th things began to hot up with the appearance of a Maxim gun destined for Burridge’s picket boat and Kent made ground south to the Magellan Straits.

26th, Friday. Entered Magellan Straits. I could have sworn I saw a steam boat with people standing up in it. But unfortunately no one took any notice of it. This was a major blunder. It was almost certainly Pagels going about his nefarious business. Glasgow, Bristol and Kent anchored in Isthmus Bay.

27th, Saturday. I am going in the Picket Boat so there will be some fun in store for us.

28th, Sunday. Excused coaling. I was looking after stores all morning and in the afternoon we [the picket boat] went out for a trial with our wireless. We did a steam trial and covered 2¾ miles in 11 minutes which is not bad, considering the amount of extra gear we had on board. March 1st. Left anchorage at daylight and picked up Bristol. We then lowered the Picket Boat with the dropping gear, then rigged her mast and aerials. Provisions for 6 days. We are now going to search for the Dresden. Where she is supposed to be there are only two exits, it is our [Kent’s] job to guard one and the Bristol guards the other. Our channels are Tom’s Narrows and Gonzales Narrows while Bristol guards Shaf Narrows. “We left the Kent
and went to the Bristol. She left Fortescue Bay and we anchored till she came back. We tied up for the night. In the evening we heard that the hunt was postponed for 24 hours so slept aboard Bristol. 2nd, Tuesday. We went out in the morning. Then Kent arrived and hoisted us in and anchored in Scholl Bay. 3rd. Hoisted picket boat out at 10 am and began the search right away. We wandered up various narrow inlets. We had a bit of a spasm in one place as we thought we saw two heads looking over a rock up a very narrow creek and Mr Erridge [Gunner] let drive at them with a rifle, but it was nothing at all. Then we saw a small steam boat and chased it, with our revolvers out, but when we overhauled it we found they were very innocent and appeared to know nothing about the Dresden. Later it appeared she was the Glasgow’s tug. Found Kent and Glasgow at anchor. We got a signal from the Kent telling us to examine Icy Sound and Dean Harbour. It was rather creepy work as we crept up Icy Sound with our torpedoes ready and the maxim gun trained ready for action. But alas we were destined to be disappointed. We inspected Dean Harbour and if she had been there most certainly we would have sunk her as we were invisible ['We have got/ The maxim gun/ And they have not .. only a battery of 4.1” ’!]. Aboard ten pm.

4th, Thursday. A wireless at midnight saying that the German colliers had a rendezvous at Santa Maria and the Dresden had arranged to meet them so off we went at 16 knots. 5th. Divisions and Prayers, after which we had our hammocks inspected and got clean bedding. Evening Quarters 4.15 followed by Physical Drill but my stokers were excused.

6th. Steaming hard to the rendezvous at 18 knots. The Dresden is supposed to meet her collier 300 miles west of Santa Maria Island.

7th. Arrived rendezvous 7 am and stopped and waited at 8 am. Divisions and Prayers and usual Sunday routine.

March 8th, Monday. Still waiting. Heard some German wireless. A fog came on in the forenoon, not very thick but sufficient to hide the horizon. It lifted just after 3 pm and we saw a three funnelled cruiser lying right across our bows about 1700 yards away. At first we thought it was the Chilean ‘O’Higgins’ or a Japanese. We immediately sounded off Action and prepared for battle and rang full speed ahead. She turned and ran so of course we knew she was the Dresden. We worked up fires and gave chase and at first we were gaining. But later she drew away. We dumped everything available and all wood we sent below to burn. She was steadily drawing ahead all this time and so all hands went and sat on the quarterdeck to make her lighter forward and so to help her along. We were now opened all out and could not pick her up. It was at this point that BOTH ships, by a unique coincidence, burned their wardroom pianos.
Kent achieved 5000 more horsepower and 5 more revolutions than on her contractors’ sea trials.] The band started playing on the quarterdeck to cheer us up. It was very funny that this should happen just three months after the action with the Nurnberg. We were now wirelessing to all British ships within range, about the chase, and hoped to get someone to head her off. But it was no good for at 8 pm we could only see the flames of her funnels and at 8.30 she was about 26,000 yards away so we reduced speed and at 9 pm turned 16 points to starboard and went back to the rendezvous in hopes of finding her colliers. We were the first British ship to see her since December 8th.

9th. Arrived at the rendezvous early on Tuesday morning, but there was nothing there. The Dresden evidently got their signal through to their collier telling them where to meet them. We are painfully short of coal, only just enough to take us to Coronel. So Kent had to leave off hunting and put into Coronel where she coaled (“1,300 tons of very smoky coal”) on 12th after “an awfully good concert on the upper deck” on passage pm 10th. Dresden was still about, as Kent heard her trying to jam Kent’s wireless.

11th. Anchored 8 am. In the afternoon fishing parties left with charges and at the first attempt we got a huge haul of very fine fish [14 creels according to a faded photograph]. The second attempt was not so successful, but we got a huge fish, a beauty.

On 12th .....got some rather unreliable news of Dresden.

On 13th Kent weighed at 0745 under orders to go to Juan Fernandez to join Glasgow and Orama. We went along at 17 knots making clouds of smoke which would have given us away most hopelessly.

March 14th, Sunday. Another lovely day. Juan Fernandez sighted about 6.30 am. At about 9 am Dresden was sighted lying right inshore against the very small town and of course Action was sounded. She was at anchor and was very light in the water, so we must have stopped her coal supply pretty effectively, as she had no coal. Orama and Glasgow steamed up and we were sent in close to make her fire at us. When we got close we saw she had her flag flying so Glasgow let go a salvo at her followed closely by Orama and Kent. We did much more damage than they [Glasgow] did. Our range was 4,200 yards and out of 31 rounds we positively hit 24 times and I am positively convinced that they did not hit her at all. She fired two shots at us. We did not ever see the fall of one shot but the other fell very short. She soon hailed up the white flag and we ceased fire. We all closed now and a German officer came off in a steam pinnace to us, but we directed him to the Glasgow where the Senior Officer was. The Dresden’s fore magazine now blew up, and with it columns of smoke. The captains
were all in the Glasgow now trying to come to terms. [There is a slip here. A photograph taken from Glasgow shows Dresden’s launch returning to mother under a white flag, the Dresden being still afloat].

We noted that the Dresden was sinking by the head and at 12.15 she sank in 37 fathoms.

Most of her ship’s company escaped before we fired but there were 10 killed and 16 wounded on her. This is my second experience of a ship sinking. Most of their crew are ashore but there cannot be enough food or shelter for them as they outnumber the inhabitants by 3 to 1. Orama left that night for Valparaiso with wounded.

The German negotiator deserves a mention. He was one Lt Wilhelm Canaris, a man of outstanding intelligence, resource, courage and ability. Interned on an island off Chile, he perfected his Spanish - to go with the English learned at his mother’s knee - and then escaped and made his way back to his Fatherland to continue his service to his Supreme Warlord. Later Hitler made him an admiral and Chief of Naval Intelligence. However with consummate prescience and privileged access to information he worked out that having the British and Americans knock his country down round his ears from the West while it lay open to rape by the Russians in the East was not in its best interests. He was arrested three days after the July 1944 bomb plot and hanged on Himmler’s personal orders in April 1945. Which shows that a chap can be too clever for his own good. Canaris’ protestations to Captain Luce of the Glasgow that he should not attack Dresden in a neutral port sounded a bit hollow from the representative of a Power that had only recently invaded, with vast brutality, neutral Belgium. Luce is understood to have given Canaris a pretty dusty answer. It would appear from Dresden’s people being mostly safely ashore that Canaris’ mission was merely cover for hasty scuttling activity by the Germans, but there has to be a question why they chose an explosion rather than just opening up the hull; there has to be a possibility that the explosion was triggered by Kent’s shellfire, but Dresden’s feeble gunnery response suggests that there was hardly anyone on board her when Kent opened fire, and rapid sinking to prevent the ignominy of being boarded may have been the object. The ‘official’ story is that the last party to leave Dresden exploded the charge. Scuttling seems to be the German tradition - e.g. the Graf Spee in 1939 - and the Germans have claimed to have scuttled the Bismarck in 1941, rather than it having been finished off by British torpedoes. Scuttling is not a dishonourable tactic - it suited Sir Richard Grenville well enough and may well deny the enemy useful information. This was demonstrated per contra by the vital cryptography information recovered by HMS Edinburgh from the German weather ship Muenchen on May 7th 1941 and from even more important crypto gear and papers recovered from the sinking U-110 by the Engineer Officer of
HMS Bulldog two days later, and by the results of the captures of U-570 in July 1941 and of U-505 in June 1944.

March 16th, Tuesday. After Divisions the Captain gave us a speech about the doings of the Dresden. When she escaped she anchored in Scholl Bay for a fortnight and left the Magellans for good on February 14th. While we were having a regatta at Vallenar [on 16th February] she passed going north. At the Battle of Coronel she fired well over 100 rounds of ammunition at HMS Glasgow and also sank an English steamer. All this had been found out from the Assistant Navigator’s Pocket Book. The only fox having been well shot, the hunters had to scratch around for amusement while they waited in Cumberland Bay for their collier, or stooged around looking for German ones. The midshipmen were not however being neglected.

17th. We are having instructions in Torpedo which is very hard to grasp [Torpedo included elementary electrical theory]. A good job Captain Allen did not see this Journal entry - he was a torpedoman.

20th, Saturday. The Captain gave us a very interesting lecture on the Russo-Japanese War. In the evening there were also magic lantern slides to illustrate it.

21st. Another fishing party went out, with hooks and an improvised lobster pot. This time we were much more successful. Mid. Ross caught a 27lb Rock Cod and very good it was too.

27th Coaled, Kent set off for Valparaiso, arriving on 27th, with Saturday Routine on the Tuesday to compensate the hands for the sweat of the coaling. Kent lay off Valparaiso, patrolling and searching any merchantmen encountered until 31st when the collier came alongside. ....Started coaling at 8.50. Coaled till 3.45 with one hour and 5 minutes for lunch taking in about 960 tons and 170 tons. Considering we were coaling at sea in a moderately choppy sea it was a bit of a record.

April 1st, Thursday. En route for Callao. New routine in afternoon seeing that there are no Germans to sink it is rather a change. We are on 4 watches so we are all watchkeepers. We hear that the Prinz Eitel [Prinz Eitel Freidrich (AMC)] is interned and Karlsruhe is sunk let’s hope it’s right. [The Admiralty had only just learned that the Karlsruhe had sunk on 4th November from an internal explosion of cordite].

2nd. Good Friday. Sunday Routine. It was rather a relief to us as we should have had an examination. In the evening had a magic lantern lecture on the ‘Passion of our Lord’.

6th. Kent coaled again at Port San Nicolas. Peru don’t seem to be madly in love with us thanks to the Dresden affair but Chile has apparently let it
pass as when they complained about the breach of neutrality Sir E Gray said that they had let the Dresden fire on the Ortega [British liner attacked by Dresden in Chilean waters on September 18th - see Nov. 16th supra] and as she could not look after her own affairs we would do it for her.

8th Kent arrived at Callao and Burridge and others got in a decent run ashore. Saw Pizzaro’s bones in a coffin with a glass front rather gruesome sight. Heard that P.Eitel has been officially interned in Newport News. Kent sailed pm.

9th, Friday. After Evening Quarters we played the Petty Officers at cricket and got very badly beaten by them their total being 37 runs ours 7. But we had had no practice. Then it was back to San Nicholas to pick up the collier and escort her north.

12th. After Quarters [Evening Quarters pretty well vanished from HM Ships’ routine in the late fifties] we had collision stations and got the mat over the port side ahead of the bridge. Heard that SMS Kronprinz Wilhelm was interned at Newport News. Do not know if it is reliable yet, if it is that clears all the Germans off the sea.

13th. It is official about the Kronprinz.

14th. The Gunroom played the Wardroom at cricket and were beaten by one run. I managed to take 3 wickets in the first innings and 4 in the second. We play 6 a side. The only disadvantage is the ball which after a while assumes quite unconventional shapes and makes batting no joke at all.

15th. Anchored in Sechina Bay [Peru] at 5.15 pm. Some natives came off in rafts very similar to Brazilian ‘Jungardis’. Kitchin tried to talk Spanish to them but they didn’t savvy at all. Eventually our messman made them understand and got some fish from them for which he gave them some meat which they did not approve of at all and so threw it into the sea and said it was bad. They got very vexed about it and said they would not come off again. The ‘Invicta’ the dinghy we collared from the Dresden made her maiden voyage with sails up. Before she started there was a lot of talk about her being too heavily rigged and a good many people prophesied disaster, myself among them. But we all failed to realise that she had a very substantial keel on her. Anyway she sailed very well and looked topping with her red sails.

17th. A concert in the evening. The Gunroom led off. Kitchin sang ‘Come Sing to Me’ and Valentine sang ‘The Bandelero’. We don’t know what our orders are but we have a notice saying we may not tell anyone about them. 19th, Monday. Arrived Payta [sacked by Anson in November 1742 during his circumnavigation. The Spanish Governor took to the hills in his nightshirt leaving behind his teenage wife of three days, abandoned naked in his bed] rotten looking sort of place. Captain of the Port came out and Kitchin yawned with him. It appears they have had orders from
Lima to allow none ashore. Everyone seems mad on fishing and there were dozens of lines over the side as soon as we anchored. Gunroom beat the Warrant Officers at cricket by 1 run 3 wickets. Back to Sechina 20th. War was not entirely forgotten, all ships encountered were stopped and searched, and on passage with the collier towing the target there was a sub-calibre firing with searchlights. ....But I was quite unprepared for full charge 12 pounder so it gave me quite a shock when they boomed off. Kent reached Callao again on 25th. Water is very peculiar colour on account of what is called ‘Callao painter’ due to cosmic disturbance under the sea. 26th. Our cricket team went ashore and played Lima. We got very badly beaten making 27 first innings and 71 second. They made 161. In the evening we the elite of Lima gave an excellent entertainment aboard followed by a number of films on the cinematograph. Had letters from Home and other sources. At ‘Peace’ the interrupted instruction of the midshipmen for their Fleet Board was overdue for resumption.

29th. Had our Gunnery examination today. Mr Griffiths [Gunner] examined us in 3 pounder. Kent now made her way north after a call at Payta for telegrams.

12th. Heard that Lusitania had been sunk by a German submarine as they said in revenge for the Falklands battle. There was still the odd spot of business.

13th. Thursday. Arrived Socorro Island. Found SS Maverick flying the US flag but supposed to be used by the Germans for Mexican gun-running. Sent a boarding party over but they found nothing wrong but it seemed rather peculiar lying in such an out of the way place. This boarding was repeated the next day, with the same nil result. In the afternoon fishing, sailing and shooting parties went ashore. In the morning a shooting party shot a sheep and a lamb. In the afternoon we got 14 sheep and sufficient fish to go round the ship. Didn’t darken ship at Socorro and so it was quite cool in the evening. The midshipmen’s noses were pressed back into their books again.

14th. We are now doing seamanship in the forenoon such as pumps, organisation, parts of ship etc and are now doing Rule of the Road. 15th. Instructed in the way to Dress Ship which we will probably do in Esquimault as we get there on Empire Day.

17th. San Bartolemeu Bay, Lower California, Mexico. A fine harbour but barren and waterless with only a small Japanese fishing village. Fringe of rocks at the entrance and a few others found by the Japanese cruisers Assama and Chitose. The Assama went aground on them, she is now
afloat and moored bow and stern. It was a marvellous feat getting her off the rocks. In some places the rock came as much as two feet through her bottom. It was done by building a concrete wall covering the rock and strengthened by steel stopps, then moving her guns and pumping her dry. She floated off on an exceptionally high tide. They have seven boilers on the upper deck connected to 15 pumps that lead below. 700 workmen came out from Japan. Burridge and three others were sent over for a tour, leaving at 5 pm their time, 05.45 by ours. In spite of boilers and every disadvantage they were scrupulously clean. We inspected their swords which are two-handed and very heavy. Their discipline is much stricter than ours. The visit was returned. They spoke marvellous English considering they had never been to England and seemed never to be at a loss for a word or for that matter a topic of conversation as whenever there was a gap they filled it with congratulating us on our splendid success at the Battle of the Falklands. They appeared to think nothing of being aground for three months and did not appear to see anything marvellous in getting the ship off at all.

20th. Examination in First Aid.

21st. All day they have been holystoning the upper deck.

22nd. Decks look very nice now. Examination in Rule of the Road by the Navigator after which we had a signalling examination in flashing and semaphore. Immense numbers of Portuguese Men-of-War floating by, curious looking things, apparently useless.

24th. 5 pm anchored off Esquimault.

25th. Went in about 7.30. It was topping to be in civilisation again. I had to pay $4.50 for a felt hat.

28th. Taxied to Government House. We were introduced to countless beauteous Kent remained in the Pacific until March 1916 - Burridge shipping his first stripe in July - and was then employed escorting merchantmen in convoy from Capetown to Sierra Leone. Her loved Captain, John D “Darby” Allen (all Allens are Darby in the Navy) was promoted. Burridge mourned his departure, not least for his forbearance when coming onto the bridge to find that Burridge, on his first solo bridge watch, had let his convoy disperse all over the ocean - Allen kept out of the way until Burridge had rounded up his sheep and then came up to share a bowl of key [cocoa] with him. Allen was relieved for the last four months of the commission by “a stinker”, Captain Trewby. In February 1917 the Portsmouth-manned Kent finally arrived in the Channel and put into Devonport, ....on a wet Sunday afternoon. It was almost dark.
The Boatswain’s Mates piped ‘All Hands Coal Ship’. *Some homecoming.* We had talked about Bands waiting for us - the ‘Heroes of the Falkland Islands’ - pretty girls and admiring crowds. As a very, very junior Sub Lieutenant RNR I had to take one watch to Pompey. I delivered them all in one piece and then got eight days leave, after twenty-eight months away. I got the 8.20 train at Fort Brockhurst, and there was my mother sitting in the last seat. I sat down beside her and said ‘Hallo, Mummy.’ That was our emotional greeting after 28 months.

In 1917 Burridge became one of those RNR Officers appointed to submarines as Navigating Officers. Perhaps he had had his eye on *The Trade* all along: at the New Year of 1915, besides happily noting the promotion of Kent’s First Lieutenant, Burridge had noted the promotion of Max Horton, CO of E9. Burridge served in E8 under Tommy Kerr in the Baltic in 1917, then in E4 and E41 at Harwich, where the depot ship, HMS Maidstone - like her 1950s successor at Portland - was said to be “aground on her own gin bottles”, and then in H8 and G8 at Stornoway, and later in K16 under Seagee Brodie (“a happy boat”). E41 was a brief pier-head jump.

**About April or May 1918,** Tubby Thompson, Navigator of E41 had gone down with flu. I had come in from patrol in E4 with madman Hugh Babbington, and was on ‘standby’ so I was rushed to E41, to do the minelaying of the Heligoland Bight. It was a quick trip but rather ‘nervy’. Marrack, the skipper, got a DSC, Garnons Williams, No.1, got a ‘Mention’, poor old Pilot like Mother Hubbard’s dog I got none.

**Demobilised in January 1920,** he went back to sea with the British India (“Apple-daddy”) line. Here the rigours of seafaring were ameliorated by each officer having a personal Lascar servant - Burridge’s would rouse out for his watch and wait, curled up at the foot of the bridge ladder, to run any errand his master might desire. On marriage Burridge left the sea, and the RNR - in 1926 he had been promoted Lieutenant Commander - and eventually settled in St Louis, Missouri after an abortive overland trip to California to find work whose only reward was 27 punctures from horse-shoe nails. In retirement in St Louis he was able to get back to making model boats. **He died in 1980.** His son (a lawyer like so many earlier Burridges and their forebears) and grandson were keen sailing men, the latter a US Olympic dinghy triallist. The Kent herself is still visible in a very fine large model which is on display in the keep of Southsea Castle.
APPENDIX 2

BATTLE OF - FALKLAND ISLES.
Wiganer’s Graphic Story.
OFFICER WHO WAS IN THE BATTLE.

Eye-witness account by Midshipman Frederick Valentine.

In view of the screening in Wigan this week of the pictures of the Battles of Coronel and Forkland Islands, it is interesting to know that a Wiganer, Mr. Fred Valentine, who now resides at Lytham St. Annes, was an officer on H.M.S. Kent, which played a conspicuous part in the Battle of Falkland Islands. Mr. Valentine, who was then a sub-lieutenant, was later promoted to lieutenant; and did service for some time in one of the “Q” boats, the mystery boats of the war, which played such havoc with German submarines.

We asked Mr. Valentine if he would kindly give us some details that would be interesting to our readers. He said the Kent was cruising in South Atlantic waters in November, 1914, when she received orders to join H.M.S. Good Hope, Monmouth, Glasgow, and Orama, the last-named being an armed liner, and all of Admiral Cradock’s squadron in the Pacific. This order was cancelled, as the Good Hope and Monmouth met their fate at the battle of Coronel, where they were greatly outnumbered by the Germans. The Kent was then ordered to a secret rendezvous, the Abrolnos rocks, off the coast of Brazil, and the Kent proceeded there along with H.M.S. Glasgow, which had escaped from the Colonel fight, and H.M.S. Bristol, and were joined by the battle cruisers Inflexile and Invincible under Admiral Sturdee. This was a tremendous surprise to the Germans, and had been kept a profound secret. After coaling at Arolhos Rocks the ships proceeded under Admiral Sturdee’s orders, to Port Stanley, Falkland Islands, arriving there on December 7th.

THE GUARD SHIP.

The Kent was the guard ship for the day on December 8th, and they were ordered to weigh anchor and proceed to the harbour month

December 8th I was on the ridge at the time, ....continued Mr. Valentine, and was curious- to know the reason for the sudden order. Columns of smoke were suddenly, seen over the low-lying land, and we guessed the
truth: the Germans, under Von Spee, were steaming towards the island. H.M.S. Canopus, which was used as a fort, fired one 12 inch shell. Soon the German ships were visible about 17,000 yards away. It was fortunate for the Kent that the enemy did not fire at her while she was at the harbour mouth, because had the German cruisers opened fire on the Kent and sunk her, the harbour might have been locked, and thus prevented the other ships from getting out to engage the enemy. It was evident that the Germans, seeing the battle cruisers Invincible and Inflexible in the harbour, thought it the best policy to run away. The Kent was the first ship out of harbour, having been ordered to chase the enemy. We were eventually passed by the faster ships, Inflexible and Invincible. The other ships in the chase were H.M.S. Glasgow, Cornwall and Carnarvon, the last-named lagging astern. H.M.S. Macedonia, an armed liner, and H.M.S. Bristol went in pursuit of the German colliers and store ships and sank them, Admiral Sturdee signalled to the light cruisers, Kent, Glasgow and Cornwall, to engage the German light cruisers, Nuremberg, Leipzig, and Dresden. The speed of the Kent about this time was 24 knots. The Glasgow, the fastest of the three light cruisers, immediately engaged the Dresden, but had to turn eight points to starboard to avoid the Germans’ very accurate firing. The Dresden eventually escaped. We on the Kent saw the beginning of the engagement between the Glasgow and Cornwall against the Leipzig. As we were chasing the Nuremberg our speed was about 25 knots. Meanwhile, being short of coal, we had to break chairs, targets and all moveable wooden
things, for use as fuel. The German ship’s guns had 1,000 yards greater range than ours, and consequently, although we were gaining, we were the first to be hit, a shell tearing a large hole in the deck and demolishing the sick bay, which, luckily, was empty. As we got within range of our guns a running fight at a speed of 25 knots was begun. We closed to about 4,000 yards, and it seemed impossible to miss. Gradually our superior strength began to tell and the German fire eased a little. We closed to point blank range, about 1,500 yards, which at sea is seemingly a stone’s throw, each ship manoeuvring for a torpedo attack.

**THE NUREMBERG’S FATE.**

It must have been perfect hell aboard the Nuremburg. The ship’s plates seemed to be white hot. They were brave men, those Germans. As seen through the binoculars the sight was frightful. Just before the end one of the Germans hauled down the German ensign, and was immediately shot by one of his officers, who had the flag hoisted again. During the time the ensign was down about fifty of the Nuremberg’s men collected aft with the intention of saving themselves. When the flag was hoisted again, however, the Nuremberg re-opened fire on us, which we returned. The Kent was struck many times, but frightful damage was done to the Nuremberg, and our gunlayers gasped at the sight on the German ship. Eventually the German ensign was hauled down, and those who had survived jumped overboard and swam towards the Kent. All our boats had been holed as a result of the German gun fire, and we were unable to lower any of them into the sea until one was repaired. Seven Germans were saved in this way, and five others swam to the ship and were picked up. The crew of the Nuremburg numbered 300 or 400.

**WHAT THE LIVERPOOL MAN SAID.**

The first man we saved had resided in Liverpool, having married an Englishwoman, and we were, surprised to hear him shout, *‘For the love of God, save me alive.’* It was learned that he was serving in a South American steamship liner when war broke out, and during the visit of Von Spee’s squadron to Valparaiso, after sinking the Good Hope and Monmouth, the Germans went on board and took all the men of German extraction and forced them into the Fleet. The Kent’s casualties, said Mr. Valentine, were only twenty-two killed and wounded, though the ship was hit about fifty times. Sergeant Mase, the marine sergeant, distinguished himself during an important phase of the battle. A salvo front the Nuremberg had smashed the gun screw and the guns of No. 3 casmate and killed the gun’s crew. The cordite charges caught fire, and some fell down the ammunition hoist. Sergt. Mase caught hold of the burning cordite and extinguished it, thus preventing, what might have been a very serious explosion. He received the Conspicuous Gallantry Medal. As the wireless room had been demolished, and we could not send a message to the remainder of the squadron, it was thought we had gone down, and there were cheers
from the other ships when we returned. The Inflexile and the Invincile were afterwards sunk in the battle of Jutland.

**A SURPRISE MEETING.**

One of the petty officers of the Cornwall, who was afterwards attached to the Kent, was wounded, and on going below into the sick ay he found a man there whom he had met in London. He was astonished to see him, and found that he was a wounded German, and apparently in London before the war he was doing work for the German secret service.

The week before the Dresden was captured at Juan Fernandez rather a peculiar incident occurred. The Kent had been ordered to proceed to a rendezvous to the westward of Coronel, where the Good Hope and Monmouth met Von Spee's squadron. This was to intercept the Dresden. It was misty as we arrived at the rendezvous, and as the mist lifted a little we saw a dull shape in the distance, which proved to be the Dresden steaming towards us almost bow on. The Dresden, as one of H.M.S. Glasgow's officers cleverly deciphered, had sent a wireless message to a German collier and store ship telling the captain of her to meet the Dresden at this rendezvous. However, we gave chase, but, being again short of coal, we had, to let her go, after several hours' hard steaming, and returned to the port of Coronet to rebunker with coal. The following Sunday, a week after this incident, we captured and sank the Dresden at Juan Fernandez.

The Kent, after sinking the Dresden in March, 1915, went to Esquimault, British Columbia, to re-fit, but owing to the dry dock there being too small we had to ask the Chileans permission to dry-dock at Talcahuana, the Chilean naval base. This is quite permissible for a neutral country to do if a man-o'-war belonging to any country at war is in an unseaworthy condition. We were therefore allowed a fortnight in which to re-fit and dry-dock the ship. The Dresden's crew was interned on a small island in the Harbour of Talcahuana, and as the Kent steamed slowly past it was amusing to see the stir it caused in the internment camp. No doubt the Germans' feelings were other than friendly. The Chilians, on the whole, were pro-English, and the armed guard they provided round the dry-dock both day and night proved both interesting and necessary. In fact, we had to be careful ourselves. The Chilian soldiers are very conscientious individuals, and on several occasions when they imagined or really saw something in the shape of a suspicious person they fired ad limiitum. Yes, we had a few trying nights. After leaving Talcahuana, we visited many of the Pacific Islands, and later, with a prize, a German merchantman, we sailed South again to the Magellan Straits and through them into the Atlantic to the Falkland Islands.

**SIR E. SHACKLETON.**

At the Falkland Islands we heard that a German cruiser, unknown to us, was at South Georgia, an island some hundreds of miles to the E.S.E. of the Falklands, and to which place we repaired full speed. However, on
arrival there, we found the news, to be false. It is rather an interesting fact to know that Sir E. Shackleton was at the other side of this Island (no one knew this, of course, at the time), having risked his life by sailing from Elephant Island (in the Antarctic Circle) in a ship's lifeboat, with three companions, to try and send help to the remainder of his men, who were shipwrecked there. It is interesting also to read of the hardships they underwent during this adventure. The Samson, the ship sent down to Elephant Island to pick up the stranded men, curiously enough, was a small patrol boat attached to the Kent at the Falkland Islands, and of which I had command until we left for South Georgia. From South Georgia we sailed to Cape Town, and, picking up a convoy of twenty Australian troopships, we sailed for home, arriving at Plymouth in January 1916. Capt. Allen, who was in command of the Kent, received the C.B. for his distinguished service in the battle of Falklands. He is now a Rear-Admiral. Mr. Valentine was at sea for four years before the war commenced. He was trained on H.M.S. Conway, the Cadet Training Ship anchored in the River Mersey off Rock Ferry for two years, and also in the White Star sailing ship Mersey, trading between Liverpool and the Australian parts until war was declared.

FALKLAND ISLANDS BATTLE AND SOUTH AFRICA.

It is generally thought by the South African people, stated Mr. Valentine, that the Falkland Islands battle was the main factor in deciding the fate of that country during the revolutionary risings there early in the war. It only required a backing from Von Spee’s fleet, the German forces in German East and S.W. Africa, to have changed this seemingly insignificant revolt into an upheaval, which would have necessitated the bringing of troops from England, and, in so doing, weakened the Army in France. December 8th in South Africa is a day of rejoicing. I have lost touch with the country now, but up to four or five years ago one could see that, they were very thankful that the Falkland Islands battle had been fought and won. Referring to the work in the “Q” boats, which were a source of much danger to the Germans, Mr. Valentine said: Imaginary trading journeys were made, running from Jersey and other places as if carrying, supplies of potatoes to Holyhead, though nothing was taken on board. The boats would arrive off either Jersey or some other port at dusk, and would steam round about for a time. During the dark, the ship would be painted a different colour, and then proceed to some other destination, arriving there at dusk, and going through the same procedure. Several V.C.’s were earned by officers and men in these boats. All the officers and men engaged in “Q” boats were volunteers from, the Fleet. These boats carried concealed guns, which often surprised unsuspecting German submarines. Later, Mr. Valentine went to Egypt, being attached to the battleship Hannibal. He left the Navy in December, 1919.
**APPENDIX 3**

**SHIP’S LOGS - HMS KENT**

**SHIPS LOG 7th December 1914**

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**REMARKS**

- 1600: HMS Kent at anchor. Worked a line to be used as a load by the submarine. HMS Kent then proceeded to a rendezvous on the south-west side of the submarine, where she was joined by HMS Kent.
SHIPS LOG  8th December 1914 The day of the Battle
SHIPS LOG  9th December 1914

<table>
<thead>
<tr>
<th>Time</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Remarks</th>
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**REMINDERS**

- Wind and weather conditions:
- Records of operations:
- Logs of fuel consumption:
- Observations of navigation:

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<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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### SHIPS LOG  10th December 1914

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<th>From</th>
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**REMARKS**

5th Commenced cooking.

Bands and 1st Class Demy.

Cooking Demy.
**HMS KENT**

**SHIPS LOG  14th March 1915  Destruction of SMS DRESDEN**

<table>
<thead>
<tr>
<th>No.</th>
<th>Time</th>
<th>Expended for Oil prop.</th>
<th>Remark</th>
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</table>

**Remarks:**
- Sighted in East Fuel.
- Burnt vessel oil in No.

**Log:**
- Stopped and landed in Cumberland Bay.
- 3 Apr. Ref. H.M.S. 0072.
- 0800. 0800 Worked.
- Valued at.
- 6/10/16.

Middle row left to right: Commander Wharton, Fleet-Surgeon Pickthorne, Commander Bedford, Captain J. D. Allen CB, Engineer-Commander Andrew, Fleet-Paymaster Andrews, Lieut-Commander Redhead, Lieut Dunn.

Front row left to right: Warrant Engineer Scott, Midshipman Cowan, Midshipman Barker, Midshipman Burridge (Appendix 1), Midshipman Hoggan, Midshipman Valentine (Appendix 2), Midshipman Liley*.

*Midshipman Liley dived overboard to save a German sailor after the battle, the sailor died later.
APPENDIX 5

THE NEWS BACK HOME

SPLENDID WORK OF H.M.S. KENT IN BATTLE

Petty Officer Gives Thrilling Description of Action in Which Admiral von Spee's Squadron Was Destroyed.

In a recent issue of The London Magazine there appeared one of the most thrilling accounts of the great Falkland Islands battle, and of the part of H.M.S. Kent in that action, which has yet been published. The story was taken from a letter written by a boy in the ship, and is by Mr. W. S. Whitaker. The following is a summary:

The last battle of the Falkland Islands ranks as one of the most thrilling episodes of the war. The author of this account of the battle was employed in the office of Messrs. the Fawcett Brothers Steam Co. Ltd., of London, at the time was on leave. He was a Naval Volunteer, and was drafted at once to the Admiral, when he was sent to H.M.S. Kent, thus finding himself within a few months of being a civilian life in London, in the thick of an epoch-making naval battle in the South Atlantic.

Petty-Officer Whitaker's story is as follows:

I must take this opportunity of telling you all that has happened to me since the outbreak of war.

After the Germans had the Good Hope and Monsun of the British fleet and the German fleet had the largest of the British fleet, the Germans were able to attack the British fleet from the air, and from the sea, and from the land, and from the sky, and from the water.

The Germans had the Good Hope and Monsun of the British fleet, and the German fleet had the largest of the British fleet.

In the end, the Good Hope and Monsun of the British fleet was defeated, and the German fleet was victorious.

OFFICERS OF H.M.S. KENT

The names of the officers in the accompanying group are as follows:

Captain, L.t.-Commodore, Commander, Lieutenants, Midshipman, Petty Officer, Ratings, and the like.

The ship was taken in tow by the ladies of Kent, and the ladies of Kent were the ones who were on the mainmast (presumably).
HMS KENT

PANTAGES THEATRE
UNEQUALLED VAUDEVILLE

Week of June 7
Performances—Matinee at 3
Evenings: 7:30 and 9:15

First and Exclusive Motion Pictures of
Life Aboard

H. M. S. KENT

These pictures show views of the officers; show the decks from which the big guns were fired while engaged in the sinking of German boats; sailors at play and at work; a view of the cruiser and the harbor; the jitney parade on Thursday, in which the sailors were shown around the city.

In addition to this feature, the Italian cavalry, now in action, will be shown—a big feature in itself.

AND SIX BIG ACTS OF VAUDEVILLE
INCLUDING

Miss Sarah Padden & Co.
West & Van Sicklen
“In the Rose Garden”
A Musical Oddity.
No time was lost and at twenty minutes to nine, just under half an hour after the signal was received, the Kent was under way and steaming down the harbour past the flagship. A general signal had been made for all ships to raise steam for full speed. The flagship signalled to the Kent to proceed to the entrance to the harbour and wait there for further orders. From aloft we could now see over the land two cruisers approaching the harbour; one had four funnels and the other three funnels. We discovered later on that they were the German cruisers Gneisenau and Nürnberg.

Meanwhile, all our ships were busy getting clear of the colliers, raising steam and preparing for action. In the Kent we had prepared for action coming down the harbour, throwing overboard all spare wood, wetting the decks, and clearing away the guns. We hoisted 3 ensigns including the silk ensign and Union jack which had been presented to the Kent by the ladies of the County of Kent, and which we had promised to hoist if ever we went into action.

The Gneisenau and Nürnberg came steadily on towards the harbour until they were only 14,000 yards from the Kent.

Suddenly we heard the Canopus open fire on them with her 12-inch guns across the land, and we saw the shell strike the water a few hundred yards short of the German ships. This must have surprised them, as Canopus was hidden behind the land. About this time also they must have caught sight of the tripod masts of the Invincible and Inflexible, as they immediately turned round and made off. We could now see the smoke of three more cruisers coming up from the southward: these were the Scharnhorst, Dresden, and Leipzig.

The Glasgow was now coming down the harbour, and soon afterwards the Invincible and Inflexible came out, followed by the Cornwall and Carnavon.

The Admiral now signalled to the Kent to proceed and observe the enemy’s movements, keeping out of range. Off we went at full speed ahead in the direction of the enemy’s ships, which were now clearly in sight to
Rivals

Top: HMS KENT  Lower: SMS NÜRNBERG
the south east, hull down. Presently the Glasgow came along full speed and passed us, then out came the Invincible and Inflexible sending up great columns of black smoke, then the Carnavon and Cornwall. It was a magnificent sight. It was a glorious day just like a fine spring day in England, a smooth sea, a bright sun, a light breeze from the north-west. Right ahead of us we could see the masts, funnels and smoke of the five german cruisers, all in line abreast and steaming straight away from us. At 10.20 a.m. the signal was made for a general chase, and off we all went as hard as we could go. It was only a question of who could steam the fastest. The Invincible and Inflexible were increasing speed every minute, and soon passed the Kent They were now steaming 25 knots and were rapidly gaining on the enemy.

At 12.55, the Inflexible opened fire from her fore turret at the right hand ship of the enemy, a light cruiser (SMS Leipzig). A few minutes later the Invincible opened fire at the same ship. As the first shots were fired, the Kent’s men cheered and clapped. They were as happy and cheerful as any men could be, and you might have thought they were watching a football match instead of going into action. The first shots fell short, as the nearest ship of the enemy was still out of range, but at 1.20 p.m. a 12-inch shell fell close alongside the rear ship and the three light cruisers the Nürnberg, Leipzig, and Dresden turned away to starboard to the south-west. Seeing this, the Kent, Glasgow, and Cornwall turned to starboard, too, in chase of them.

As a result of these movements the Kent was now steaming across the wake of the big ships, and about four miles away, so we had a splendid view of them without any risk of being hit. It was a wonderful sight, and the German ships were firing salvo after salvo with marvellous rapidity and control. Flash after flash travelled down their sides from head to stern, all their 6-inch and 8-inch guns firing every salvo. We could not see our own battle-cruisers so well, on account of their smoke, but it was evident they were keeping up a rapid fire. We could see their shell bursting all round and on board the German ships.

The battle became one of separate engagements, with Invincible and Inflexible engaging Scharnhorst and Gneisenau. The fastest German ship, Dresden escaped; Cornwall and Glasgow engaged the Leipzig, leaving Kent to go after Nürnberg:

It was nearly four o’clock, and the Nürnberg was still some distance ahead. Should we be able to catch her before it was dark? Orders were sent to the engine room to make a supreme effort to increase speed, and splendidly the engineer officers and stokers responded. There was little we could do
on deck, so we assisted the stokers by smashing up all the wood we could find, spare spars, ladders, lockers, hencoops, targets, etc., into suitablesized pieces, and passed them down to the boiler-rooms to put on the fires. We were going along at a tremendous speed now - 25 knots - and there could be no doubt that we were steadily gaining on the enemy.

At 5 p.m. the Nürnberg opened fire with her after guns. It was a great relief when we saw the flash of her guns, for then indeed we knew that we were gaining, and we all felt quite confident that if only we could get within range of her we should soon sink her.

It was exasperating to know that we must submit to being fired at without being able to hit back until we could get near enough for our guns to reach her. But it was only a matter of time and the Kent could easily put up with a few hits at such long range without being any the worse. It only made us feel more determined. We had several shots through our rigging and funnels, and one on the upper deck aft, but no serious damage had been done yet, and nothing to reduce our speed. It was now raining, fine rain and mist, and the light was getting bad. We altered course slightly to port, and opened fire with the fore turret and the two foremost starboard casemates. Owing to the bad light and the rain it was very hard to see the fall of our shot, but as far as we could see they were going very close to her.

One of Kent’s shells hit the Nürnberg’s after steering compartment, below the waterline, and at about 5.35 p.m., two of her boilers burst, and her speed fell to 19 knots.

The range was now closing fast, and at 5.45 p.m. the Nürnberg turned. She had evidently given up all hope of escape and meant to fight. As the Nürnberg turned, she started firing all her port guns. The Kent turned to port too, but not quite as much, so as to get still closer, and opened fire with the starboard guns as soon as they would bear. Both ships were now firing away as fast as they could, and getting closer and closer. The Kent was steaming much faster than the Nürnberg now. It was now 6 o’clock. The range was down to 4000 yards. Both ships were using independent firing, and firing as fast as the guns could be loaded and fired. The Kent was firing lyddite shell. We could see our shell bursting all over the Nürnberg, and we could see that she was on fire. There was a tremendous noise, guns firing and shell bursting, with a continuous crash of broken glass, splinters flying, things falling down, etc.

It was hard to understand how the Nürnberg could survive it so long. At times she was completely obscured by smoke, and we thought she must
have sunk; but as soon as the smoke cleared away, there she was, looking much the same as ever and still firing her guns.

She now turned away from us, as if unable to face such a heavy fire. Her foretopmast was shot away, her funnels riddled with holes, her speed reduced, and only two of her port guns were firing. At 6.10 she turned towards us, steaming very slowly, and we crossed her bow, raking her with all our starboard guns as she came end on. Two of our 6-inch shells burst together on her forecastle, destroying her forecastle guns. After crossing her bow, we turned to port till we were nearly on parallel courses again, firing at her with all the port guns. This was a great joy to the crews of our port broadside guns, as up till now they had not had a chance to fire. It was the port guns’ turn now, and well they availed themselves of the chance, simply raining shells on the Nürnberg.

At last, at 6.36, the Nürnberg ceased firing and immediately we ceased firing too. There was the Nürnberg about 5000 yards away, stopped, and burning gloriously.

We steamed slowly towards her, taking care to keep well before her beam, so that she could not hit us with a torpedo. As we got nearer to her we could see that her colours were still flying, and she shewed no signs of
sinking. We had to sink her: there could be doubt about that, so at **6.45**
we opened fire again. After five minutes, during which time she was
repeatedly struck, she hauled down her colours. We immediately ceased
firing. We could see now that she was sinking. Orders were given to get
the boats ready for lowering, but (they) were riddled with holes
The men had now left their action stations and were all on the upper deck
watching the Nürnberg. Ropes' ends, heaving lines, lifebuoys and lifebelts
were got ready to save life. We could now see some of the men leaving the
Nürnberg, jumping into the sea and swimming towards the Kent.

At **7.26** she heeled right over onto her starboard side, lay there for a few
seconds, then slowly turned over and quietly disappeared under the water.
Just before she turned over we saw a group of men on her quarterdeck
waving a German ensign attached to a staff. As soon as she had gone, we
steamed slowly ahead towards the spot where she had gone down, so as
to try and pick up as many men as we could from the ship while the boats
were being patched. The sea was covered with bits of wreckage, oars,
hammocks, chairs, etc., and a considerable number of men holding onto
them or swimming in the sea. It was a ghastly sight. There was so little
that we could do. Our sailors were shouting to them, trying to encourage
them, telling them to hang on, etc
Only twelve men were picked up altogether, and out of these only seven
survived A north-west wind had sprung up during the afternoon, the
surface of the sea was rough, and the water very cold.
Now did most of us hear for the first time of our own casualties. In a large
ship engaged in an action most of the men are fully absorbed by their own
particular duties, and no little of what is going on in other parts of the
ship until the action is over.

We got back to the Falkland Islands the next afternoon, **December 9th**, and as we approached the harbour we met the Macedonia coming out to look for the Kent. We immediately signalled (through) her to the Admiral: ‘**Sunk Nurnberg. Regret to report 4 men killed and 12 wounded. Picked up 7 survivors. Wireless telegraphy apparatus is damaged**’.

All of Von Spee’s squadron, with the exception of Dresden, had been sunk, together with two colliers. In no other naval engagement of the Great War was there such a satisfying and decisive victory for the British. It more than made up for the defeat off Coronel, and the Grand Fleet in the North Sea was not able to repeat the South Atlantic success. On **15th December**, **1915**, HMS Kent left Port Stanley to search for the Dresden, and together with HMS Glasgow, was present when she was scuttled at Juan Fernandez on **March 14th, 1915**.
Above: Table to show the relative statistics between the two ships HMS KENT AND SMS NÜRNBERG.
Below: Launch of HMS KENT in 1901. She was ready for service in 1903.
APPENDIX 7
CASUALTIES

Details of crew members of HMS Kent who died in the battle, listed in the order in which they appear on the memorial. The quotes are taken from the medical report written three days after the battle. A copy of the actual Medical Report to the Admiralty in London, detailing all the dead and wounded of HMS Kent, written by the Fleet Surgeon at Port Stanley follows.

SPENCE, THOMAS. Serjeant, PO/5674.
Royal Marine Light Infantry.
Died Saturday 12 December 1914. Aged 46.
Born 30th July 1871 at Sheriff Hutton Yorks. Brother James, 408 New Cross Road, London.
“Thomas was one of the ships six inch gun’s crew in A.3 casemate. He is very severely burnt about the head, face, trunk and limbs. After being treated for his injuries on H.M.S. Kent, Tom was taken to the Falkland Islands Hospital at Port Stanley. His condition on arrival at the hospital was recorded as being of a serious nature, and his ultimate recovery was doubtful. Whilst being treated at the hospital, Tom ultimately succumbed to his injuries on Saturday 12 December.”

Note: The Commonwealth War Graves Commission records the date of death as 24th December.

KIND, WALTER JAMES. Private, PO/15049.
Royal Marine Light Infantry.
Died Wednesday 9 December 1914. Aged 29.
Born 104 Wellington Street, Leicester, Leicestershire.
Son of James and Mary A. Kind (née Makin).
“Walter was one of the ships six inch gun’s crew in A.3 casemate. He was very seriously burnt about the head, face, trunk and limbs. He was put to bed in the sick bay. Picric acid dressings were applied and morphia administered, but he died of shock at 1500 hours on Wednesday 9 December.”

Note: Memorial shows wrong initial for middle name – S instead of J.
WOOD, WALTER. Private, PO/16920.
Royal Marine Light Infantry.
Died Tuesday 8 December 1914. Aged 20.
Born 10th May 1894 at Fratton, Portsmouth, Hampshire.
Son of Charles and Hannah Wood of
1, Charles Road,
Kingston, Portsmouth,
Hampshire.
“Walter was serving in one of the ships six inch gun’s crew in A.3 casemate when an explosion occurred. He appears to have been killed instantly, his body being rigid with the hands and arms in the position he would have been in when holding a cartridge. He was very severely burnt about the face, trunk and limbs.”

KELLEY, SAMUEL. Private, PO/3793. RMR, A566
Royal Marine Light Infantry.
Died Tuesday 8 December 1914. Aged 45.
Born 6th November 1868 at Portsea, Portsmouth.
Husband of Kate E. Kelley (née Mayes) of
62, Chevening Road,
Kensal Rise, London.
“Samuel was injured by a shell which took off both his legs below the knees. He also had a scalp wound and fracture of the occiput. He was attended during the action and later removed to the sick bay. He was in extremis when seen, and died about two hours after the action ceased at 2100 hours.”
Note: The cathedral memorial shows his name as Kelly, while the Commonwealth War Graves Commission records it as Kelley. As does the ship’s log.

TITHERIDGE, ARTHUR CHARLES. Private, PO/11220. RMR Po B 1254.
Royal Marine Light Infantry.
Died Tuesday 8 December 1914. Aged 33.
Born 2nd June 1881 at East Meon, Petersfield.
Wife: Bertha,
3 Spring Street, Forton Road,
Gosport.
Commemorated on the East Meon, Hampshire civic war memorial.
“Arthur was Gunlayer of the six inch gun in A.3 casemate. He was very severely burnt about the head, face, trunk and limbs. He was removed to the Sick Bay where picric acid dressings were applied and morphia administered, but he died of shock at 2340 hours the same night.”
SNOW, GEORGE. Private, PO/16958.
Royal Marine Light Infantry.
Died Tuesday 8 December 1914. Aged 19.
Born 9th April 1895 at Alverstoke, Hants.
Father: Harry,
3 Pelham Road,
Gosport, Hants.
“George was one of the ships six inch guns crew in A.3 casemate. He is very severely burnt about the head, face, trunk and limbs. He is removed to the Sick Bay, where at the time of receiving treatment for his injuries, his condition was recorded as being very serious.”
Note: The Commonwealth War Graves Commission records his date of death as 20th December.

DUCKETT, GEORGE ALFRED. Officer’s Steward 1st Class, L/2428.
Royal Navy.
Died Wednesday 9 December 1914. Aged 21.
Born Brixton, London 22 October 1893.
Son of Alfred and Isabel E. Duckett
4, Tasman Road,
Stockwell, London.
Also another address given as 184 Leander Road, Brixton Hill, London.
“George was working as one of the ambulance party in A.3 casemate. He was very severely burnt about the head, face, trunk and limbs. He was conveyed to the Sick Bay. Picric acid dressings were applied and morphia administered. He died from shock at 2155 hours on Wednesday 9 December.”

YOUNG, WALTER. Seaman, C/2453
Royal Naval Reserve.
Died Tuesday 8 December 1914. Aged 32.
Born 18th May 1882 at Poole Dorset.
Wife: Rose, 4 Russell Place, Poole, Dorset.
Walter was injured by a splinter. He received a perforating wound of the chest, the splinter entered below angle of left scapula behind, perforating pleura lung and ribs behind and in front and lodged below the outer side of left nipple just beneath the skin. He was attended to during the action and later removed to Sick Bay. He was in extremis and died at 2130 hours on 8 December.
Sir,

I regret to report the deaths of the following men, mentioned below, belonging to this ship. They occurred during and after an action off the Falkland Islands with the German light cruiser NURNBERG on 8th, December 1914.

Walter Wood
Samuel Kelly
Walter James Kind
Arthur Charles Titheridge
Walter Young
George Alfred Duckett

Private R.M.L.I. Po. 16920
" Po. 3792. R.F.R.A. 566
" Po. 15049.
" Po. 11820
Seaman, R.N.R. C. 2453
Off. Steward 1 cl.Po. L.2428.

1. Private Walter Wood R.M.L.I. was one of the 6" gun's crew in A.3 casemate when an explosion occurred. He appears to have been killed instantly, the body being rigid with the hands and arms in the position he would have been in when holding a cartridge. He was very severely burnt about the face, trunk and limbs.

2. Private Samuel Kelley, R.M.L.I. was injured by a shell which took off both his legs below the knees. He also had a scalp wound and fracture of the coccyx. He was attended during the action and later removed to the sick bay. He was in extremis when seen and died about 2 hours after the action ceased at 9pm.

3. Private Walter James Kind, R.M.L.I. was one of the 6" gun's crew in A.3 casemate. He was very seriously burnt about the head, face, trunk and limbs. He was put to bed in the sick bay. Picric acid dressings were applied and morphia administered, but he died of shock at 3pm on 9th, December.

4. Private Arthur Charles Titheridge, R.M.L.I. was gunlayer of the 6" gun in A.3 casemate. He was very severely burnt about the head, face, trunk and limbs. He was brought to the sick bay where picric acid dressings were applied and morphia administered but he died of shock at 11/40pm on 8th, December.

5. Walter Young, Seaman, R.N.R. was injured by a splinter. He received a perforating wound of the chest, the splinter entered below angle of left scapula behind, perforating pleura, lung and ribs behind and in front and lodged below the outer side of left nipple just beneath the skin. He was attended to during the action and later removed to the sick bay. He was in extremis and died at 9-30 pm on 8th. December.
6. George Alfred Dukett, Officers' Steward, First Class, was one of the ambulance party in A.3 casemate. He was very severely burnt about the head, face, trunk and limbs. He was conveyed to the sick bay. Pilocic acid dressings were applied and morphia administered. He died from shock at 9.55 p.m. on 9th December.


In addition to the above I regret to report that the following men were injured at the same time:-

Private George Snow, R.M.L.I. Po. 16958.
Sergt. Tom Spence, R.M.L.I. Po. 5644 (R.F.R.A. 511.)
Private Alfred Brindisly Sheridan, R.M.L.I. Po. 1370.
Private William Arnold, R.M.L.I. Po. 856 (R.F.R.B. 866)
Stoker, P.O. George Silvester Brewer, C.N. 150950.
Stoker Herbert Lindsey, R.F.R. B.3754
Stoker Joseph Pear, R.F.R. B.4055
Stoker John Restall, R.F.R. B.4172.

1. Private George Snow R.M.L.I. was one of the 6" guns crew in A.3 casemate. He is very severely burnt about the head, face, trunk and limbs. He is accommodated in the sick bay. His condition is very serious and recovery cannot be hoped for.

2. Sergeant Tom Spence, R.M.L.I. was one of the 6" guns crew in A.3 casemate. He is very severely burnt about the head, face, trunk and limbs. He is in the Falkland Islands Hospital at Port Stanley. His condition is of a serious nature and his ultimate recovery is doubtful.

3. Cpl Edward Joy, R.M.L.I. was one of the 6" guns crew in A.3 casemate. He is severely burnt about the head, face, hands and arms. He is in the Falkland Islands Hospital. His condition is serious but he is doing well.

4. Private Francis Thomas Day, R.M.L.I. was one of the 6" guns crew in A.3 casemate. He is severely burnt about the hands, head, face and arms. He is in the Falkland Islands Hospital. Though his condition is serious there is every hope of his ultimate recovery.

5. Private William Arnold R.M.L.I. was one of the 6" gun's crew in A.3 casemate. He is very severely burnt about the head, face, hands, arms and back. His condition is serious and his ultimate recovery is doubtful.

6. Private Alfred Brindisly Sheridan, R.M.L.I. was one of the 6" gun’s crew in A.3 casemate. He is very severely burnt about the head, face, hands, arms and back. He is in the Falkland Islands Hospital. His condition is serious and his ultimate recovery is doubtful.

7. Herbert Lindsey, Stoker, R.F.R. is suffering from a penetrating wound of the left thigh and a superficial wound of the lower part of the abdomen caused by a splinter. He is in the Falkland Islands Hospital and is doing well.
8. Stoker P.O. George Silvester Brewer, R.F.R. was burnt when trying to put out the fire in A.3 casemate. He is severely burnt about the head, face, hands and wrists. He is doing well, and from the small extent of his burns he should be fit for duty again in two or three weeks time.

9. Joseph Pear, Stoker, R.F.R. was struck by a splinter which inflicted a small superficial wound of the right arm and two small punctures on the chest from which fragments were removed. He is able to continue his duties and has not been placed on the sick list.

10. John Restall, Stoker, R.F.R. was struck by a splinter which inflicted a small superficial wound of the chest. A fragment of metal was removed and the wound dressed. He is at his duty and has not been placed on the sick list.

I have the honour to be,

Sir,

Your obedient servant,

E. B. Pickthorn.

MEDICAL DIRECTOR GENERAL.
ADMIRALTY.

FLEET SURGEON.

Approved.

J. O. Allen.

CAPTAIN.

MEDICAL DIRECTOR GENERAL.
ADMIRALTY.

(H.M.S. "KENT" 11 DEC 1914)
Much of this important collection of material provides a priceless background to the events over 100 years ago.
Members of the crew on the foredeck, taken from the bridge, probably taken by Surgeon Dixon
Above, Top R: The Graves of some of the crew at Port Stanley, The Falkland Islands
Above R: The grave in Frimley, Surrey, of Admiral of the Fleet Sir Frederick Charles Doveton Sturdee Bt.
9 June 1859 – 7 May 1925
The cross set in the headstone is made of timber from HMS Victory.
Above Grave of W. R. Tilling at Southampton who tragically was given a safe place due to being older which in the event caused his death.
Left Centre: Lt Beresford on deck. The crew behind seem to be handling ropes possibly helping to haul the anchor.
Left: A silver salver presented to Lt Danckwerts on the occasion of his marriage six months after the Battle of the Falkland Islands.
Above:
The tug Samson was used in Port Stanley by the fleet but after the Battle of the Falkland Islands it was converted into a war ship, equipped with the latest radio equipment and torpedoes. This is confirmed by the son of Midshipman Frederick Valentine can verify as his father was given command of it to search for the Dresden in the fjords of Magellan Straits. Their job was to go ahead of the Kent with orders to radio back, launch torpedoes and run for their lives should they find the enemy ship. Frederick Valentine told his son that this was his most terrifying wartime experience, closely followed by keeping night watch for U-Boats while he was serving on Q-Ships. Readers should be aware that the top speed of a tug was considerably less than that of a warship, so the order to “launch torpedoes and run” did not really need the last two words. Something that Midshipman Valentine was all too aware of.
From the pictures sent by the grandson of Lt. Danckwerts,

Left: HMS Kent in Esquimalt Harbour where she went for repairs after the Battle of the Falklands, battle damage visible.

Bottom left: The guard of honour at the Wedding of Lt Danckwerts at Esquimalt in June 1915.

Top Right: V. H. Danckwerts, Captain Allen and Commander Wharton.

Below: Stokers of HMS Kent relax after the battle. Second from left is Wallace van Assen (see page 32).
Their heroic efforts had given the ship an additional 5,000 hp above maximum rated power of 22,000 hp. Without their effort the battle with SMS Nurnberg could not have been won.
Christ Church Cathedral.
Canterbury.

JULY 1st, 1916.

FORM OF SERVICE

At the Reception of the Ensigns of H.M.S. “Kent.”

The Escort will arrive at the West Door and march up the Nave to the Entrance to the Choir; there the Choir and Clergy will meet the Escort and going before it proceed to the Sanctuary singing Hymn 50. 165, the Escort being drawn up on each side of the Choir, facing inwards.

The Officers carrying the ensigns will proceed to the bottom of the Altar steps, and deliver the ensigns to the Dean, who will lay them on the Altar, the Officers returning to their places.

The Dean then, standing before the Altar, shall say:—

In the Name of the Father, and of the Son, and of the Holy Ghost. Amen.

And the people after him will repeat the Lord’s Prayer.

Then shall be sung Psalm XLVI.

Then, all remaining standing, shall be said or sung:—

I have fought the good fight, I have finished my course, I have kept the faith. Answer. Henceforth there is laid up for me a crown of righteousness, which the Lord, the Righteous Judge, shall give me at that day.

Let us pray.

0 GOD, our defender and strength, before whose awful presence Moses laid up the tables of the law, and David the sword of victory; vouchsafe we beseech Thee, graciously to receive these Ensigns beneath the protection of Thy Holy House. And grant to all who have fought under them, as well as to those who shall hereafter under British Standards go forth to battle for the right, a crown of glory, and a place of peace in Thy eternal and everlasting kingdom, where the wicked cease from troubling and the weary are at rest; through Jesus Christ our Lord, who, with Thee and the Holy Ghost, livest and reignest, ever one God, world without end. Amen.

0 GOD the Protector of all that trust in Thee, without Whom nothing is strong nothing is holy; increase and multiply upon us Thy mercy, that Thou being our Ruler and Guide, we may so pass through things temporal that we finally lose not the things eternal; grant this O Father, for Jesus Christ’s sake, our Lord. Amen.

The grace of our Lord Jesus Christ, and the love of God, and the Fellowship of the Holy Ghost, be with us all evermore. Amen.

The service in the Choir being ended, the Officers, going forward to the Altar steps, will receive the ensigns from the Dean, and, with the Escort, follow the Choir and Clergy down the Nave to the place assigned for them.

The custody of the ensigns will then be officially accepted in the name of the Dean and Chapter by the Dean and Vice-Dean.

Then will be sung the National Anthem.

The Escort will then present arms and retire.
The President (The Right Hon. Lord Northbourne), Chairman (Mr. Edward LeMay), and Council of the Association of Men of Kent and Kentish Men have the honour to invite your attendance at Canterbury Cathedral, on Saturday, July 1st, 1916, at 4 p.m., when the Naval Authorities will deposit in the Cathedral, under the keeping of the Dean and Chapter, the Flags flown by H.M.S. “KENT” in the victory over the German Fleet, at the Falkland Islands, on December 8th, 1914.

These Flags were originally presented to the Vessel by the ladies of Kent in the year 1904, but they were so mutilated in the battle, by the fire of the enemy, that they were unavailable for future use. Their fragments were very carefully collected from the rigging by Captain Allen, and sent home to the Association. The Ladies’ Committee very handsomely undertook the task of repairing them, and though some parts are missing, they have been sufficiently restored for preservation.

The Dean and Chapter propose that they should be hung in the Central Nave of the Cathedral, and a plate placed beneath recording the particulars of the victory and the names of the brave men who gave their lives for the British Nation and Empire in that glorious action.

The Ceremonial to be observed on the occasion will be found on the other side. A Ticket admitting you and a lady will be sent on your written application (if received before June 20th, on which date all seats will be allotted), addressed to the Secretary, Mr. Henry Thompson, 7, Victoria Street, Westminster, S.W.

P.T.O.
CEREMONIAL.

The Flags will be met at Canterbury West Railway Station at three o'clock by the Vice-Lieutenant of Kent (Lord Harris), and the Naval and Military Authorities, and will be formally handed by Lady Northbourne on behalf of the Association of Men of Kent and Kentish Men to the Naval Authorities by whom they will be carried in procession to the Cathedral.

The Flags, the Vice-Lieutenant (Lord Harris), and other members of the procession will be received and welcomed at the historical Westgate Tower by the Mayor of Canterbury, Dr. Bremner, J.P., supported by The Right Worshipful the Mayors of Kent, who will afterwards take their place in the procession. The procession will be received by the Dean and Chapter at the West Door of the Cathedral and will proceed up the Nave where the Flags will be deposited with the Dean and Chapter.

There will be an appropriate Service.

A Guard of Honour of “The Buffs” Regiment will be present at the Cathedral.

The Order of Procession will be:

“The Buffs” (East Kent Regiment) Depot Band.
Detachment, Royal East Kent Mounted Rifles.
   The Queen’s Own West Kent Yeomanry.
   2/1st Kent Cyclists’ Battalion.

The Band of the 3rd Reserve Cavalry Regiment.
The Council of the Association of Men of Kent and Kentish Men.
The Ladies’ Flag Sub-Committee.
The Trustees of the Association (Lieut.-Col. and Alderman W. H. LeMay, J.P., Mr. M. Newton Jacks), Miss LeMay and Mrs. Jacks.
The Vice-Chairman of the Association (Mr. R. W. Philpott), the Hon. Treasurer (Mr. J. Bills, J.P.), and the Hon. Secretary Ladies’ Flag Sub-Committee (Mrs. Bills).

The ceremonial procedures for the laying up of the Ensigns sent out with the invitation to attend (second page).
The Chairman of Council of the Association (Mr. Edward LeMay) and Mrs. Edward LeMay.
The President of the Association (The Right Hon. Lord Northbourne), and Lady Northbourne.
The Mayoress of Canterbury (Mrs. Bremner).
The Chairman of Kent County Council (Col. F. S. W. Cornwallis), and Mrs. Cornwallis.
The Lord Warden of the Cinque Ports (The Right Hon. Earl Beauchamp, K.G.), and the Registrar (Mr. R. E. Knocker).
The High Sheriff of Kent (Mr. C. A. Morris-Field, J.P.)
The Vice-Lieutenant of Kent (The Right Hon. Lord Harris, G.C.S.I., G.C.I.E.), and Lady Harris.
The Corporation of Canterbury.
The Mayors of Kent.
The Mayor of Canterbury (Dr. R. A. Bremner, J.P.)
The Band of the Royal Naval Barracks, Chatham.

**The Flags,** supported by Guard of Honour of 20 Seamen under Lieut., R.N.
Rear-Admiral Sir Reginald H. S. Bacon, C.V.O., D.S.O., and Staff.
General Officer Commanding Canterbury Area and Staff.
100 Naval Ratings under Lieut., R.N., and two Warrant Officers.
Troops.

NOTE.—It is hoped that Mrs. J. D. Allen, wife of the Captain of H.M.S. “Kent,” and Mrs. Bedford, wife of the Commander of H.M.S. “Kent,” will be present, together with Commander E. L. Wharton and Lieut. J. H. Danckwerts of H.M.S. “Kent,” who took part in the action.

An Illustrated Souvenir of the event will be issued and can be obtained of the Secretary of the County Association, Mr. Henry Thompson, 7, Victoria Street, Westminster, S.W. Price 6d. each, post free 9d.

Above: The ceremonial procedures for the laying up of the Ensigns sent out with the invitation to attend (third page).
Top: The cover of the Souvenir Booklet published to mark the laying up of the Ensigns.
Lower: The much repaired 24 foot long Ensign after repair with members of the Flag Committee before the laying up at the cathedral. (From the souvenir booklet.)
Right: A map showing the early stages of the Battle of the Falkland Islands, originally published in The Times and reprinted in the souvenir booklet. Note that, unusually, north is to the left of the map not the top!
Plan of the Action of the Falkland Islands' Battle.
A variety of ephemera which illustrates the enthusiasm and the importance of such a naval victory at a critical time in WW1.

All the illustrations and printed material has been submitted by relatives of the crew.
HMS KENT

A SONG
ENTITLED
On the Noble 8th of December.
To be sung to the Tune of
"THE GIRL I LEFT BEHIND ME."

 Describing the Battle
 - THAT SAVED -
 THE FALKLAND ISLANDS.

Composed in commemoration of the Victory of the British Squadron in the Battle off the Falklands on that date.

Printed by Ward & Co., Chapel Printing Works, Chatham.

"Patriotic Song."
To be sung to the Tune of
"When I lost you."

Written, Composed and Sung with great success in British Columbia and Falkland Islands.
By Speaker Jack Ratsey.
H.M.S. Kent.

THE NOBLE 8TH OF DECEMBER.
To be sung to the Tune of
"THE GIRL I LEFT BEHIND ME."

When our fleet left Abrolhos rocks
To sweep the mighty ocean,
That we could give the Germans socks
We had a mighty notion.
The Invincible and the Isfjord:
A noteworthy addition,
Would quickly sweep the German decks,
And send them to perdition.

CHORUS:
The glorious feat of the phantom fleet
We always will remember,
When we cleared the seas of Graf Von Spee
On the noble 8th of December.

Brave Sturdee took supreme command,
On board his Battle Cruiser,
He knew the game was in his hands,
And didn’t mean to lose her.

The Bristol, Glasgow, Cormwall, Kent,
All keen to do their section.
So with the Caxalvou off they went
In a southerly direction.

For ten long days we ploughed the main,
Our vigilance was tireless,
No news of us the foes could gain,
We did not use our wisdom.

Port Stanley in the Falkland Isles
Was our first destination.
Another good three thousand miles
In the service of the nation.

We dropped the hook on Monday noon,
Cruised ship with speed terrific,
Expecting rest to round the Horn
And sweep up the Pacific.

The Cruisers Monmouth and Gano Hope
Had there met with disaster,
We’d give the Kaiser no more rope
But show him who was master.

Next day the look-out on Sappers Hill
Some foreign war-ships sighted,
The news went through us with a thrill.
And all hands were delighted.

The Dresden, Leipsic and Nuremburg,
Could all be seen with ease now,
Along with two armed merchantmen
And the Scharnhorst and the Gneisenau.

Each man was quickly at his post
And outside our ships soon dimming
Prepared to meet our foreign host
With ensigns gaily streaming.

But Graf Von Spee, he stood aghast
To fight as he regretted,
For two flag ships with tripped masts
Was not what he expected.

The flagship sank the Scharnhorst,
The Invincible the Gneisenau.
The Nuremburg who fought the Kent
Lies undeground the sea now.
The Leipsic was the Glasgow’s bug,
Of her pluck you have no notion,
They sent her down to join her flag
At the bottom of the ocean.
HMS KENT

THE Kaiser they say, he went mad one day.
And swore the wide world he’d rule
But Johnnie at Bill’s yard had a stall
And told him he was a fool.
He’ll lose his beautiful Army. He’ll lose his Navy too.
He’ll lose his unvanquished country, then what will poor Willie do.
He’ll lose the trade that we gave him, and we’ll start our markets anew
And goodsGerman made, to one side will be laid, with Willie too.

NOW Admiral Von Spee, he was out on the sea.
Some daring deeds to do.
But one day he went, Bang into the Kent,
Lisen and I’ll tell you.
He lost the Aboukir and Goeben,
He lost the Novem-berry too.
He lost the Lepeus in action—They’re anchored beneath the Elisa.
He lost his power and glory, he lost his Iron Cross too.
For our Lyddite Shell, blew his head down to Hell.
Now we want the Kentishmen.

NOW they say his Bill’s a nail, to keep his ships in Kiel.
Perhaps that may be true,
But if they’ll come out, and let’s have a冲突.
We’ll show them what we can do.
We’ll sink his Dreadnoughts and Cruisers, Destroyers and Torpedo Boats too.
We’ll show him Britannia’s superior to anyone on the Blue.
We’ll show him we are not lacking, when there is fighting to do.
We’ll teach German Him the way to use guns.
Thus, our Lads in Blue.

NOW Boys when once more, we reach Britannia’s shore—
Twill be a glorious day.
The air will rent, with cheers for the Kent.
And when we step off on shore.
We’ll all be singing our national, calling in musture by the score.
We’ll all have plenty of money, we’ll never be hard up, never.
We’ll show the Gits how we made them. I darree you’ve done it better.
We won’t be content till the money is spent.
Then we’ll go to sea once more.

THE ASSOCIATION OF MEN OF KENT AND KENTISH MEN

MESSAGE TO THE OFFICERS & CREW OF H.M.S. "KENT," OCTOBER, 1914.

The Association of Men of Kent and Kentish Men have always regarded H.M.S.
"Kent" as a portion of their County, and they have for many years shown an active
interest in the life and fortunes of the Ship.

Now that the County Ship is once more called to Active Service, the Members
of the Association desire to express to the Officers and Crew their best wishes for the
Future. They are confident that wherever your H.M.S. "Kent" is called upon to take in the
present War she will be worthy of her past and maintain the honourable position she has
always held in His Majesty’s Navy.

It may be some encouragement to the Officers and Crew to know that the Men
of Kent will be with them in spirit on the High Sea, and will welcome them Home when
they return. Shores as they disembark will be in a Great Victory.

NORTHBOURNE, President.
EDWARD BENNETT, Chairman of Council.
GEORGE CLINCH, Vice-Chairman of Council.
JAMES BILLS, Honorary Treasurer.
HENRY THOMPSON, Secretary.

Rochester, 16th October, 1914.

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