



SUPPLEMENT

TO

The London Gazette

Of FRIDAY, the 24th of MAY, 1940

Published by Authority

Registered as a newspaper

FRIDAY, 24 MAY, 1940

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
24th May, 1940.*

The KING has been graciously pleased to give orders for the undermentioned appointments to the Fourth and Fifth Classes of the Most Excellent Order of the British Empire, for the following Awards of the Medal of the said Most Excellent Order, for Meritorious Service, and for the publication in the London Gazette of the names of personnel of the Merchant Navy specially shown below as having received an expression of commendation for their good services.

To be an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Russell Helton Tuckett, Master, s.s. "Bancrest" (Crest Shipping Company, Ltd., London).

Awarded the Medal of the Civil Division of the Most Excellent Order of the British Empire, for Meritorious Service:—

Philip Gardner, Deckhand, Gunner, s.s. "Bancrest" (Crest Shipping Company, Ltd., London).

Commended:—

John Arthur Eric
Townsend, Esq.,
Radio Officer,
Hugh Burgess,
Able Seaman,
Laurence Isbister,
(deceased)
Able Seaman.

s.s. "Bancrest"
(Crest Shipping Com-
pany Ltd., London).

S.S. "Bancrest" was unarmed. About noon, when some 45 miles from land, she was attacked by three enemy aircraft. The Master ordered the crew below and steered a zig-zag course throughout the attacks. The enemy flew low from forward aft. They tried to fly along the ship's length; they followed one on the other, making a wide circle and then coming back, using machine-guns and dropping four or five bombs at a time. Of the 30 bombs dropped, three hit the ship. The Radio Officer sent out the S.O.S. and stayed at his post until the Master told him to go. Two bombs falling together blew up the whole of the after deck and the ship caught on fire aft. Everything on the poop was blown off, and the top of the big after tank buckled. The Master blew the whistle to abandon ship. He stopped engines and all hands went to the boats. As they were doing so one of the aircraft came back and machine-gunned them from about 250 feet, but hit none of them, although the deck and the boat ladder

were riddled with bullets. The men went away in the boats, but one man, Deckhand Philip Gardner, would not leave the Master. Two of the crew, Deckhands Burgess and Isbister, were in a small boat and the Master told them to stand by within 100 yards of the ship. The rest cleared well away as there was a very heavy sea running and the lifeboats were hard to control. The boats were lowered without any mishap or damage. They drifted away, and the Master and Gardner put out the fire with the hose, which had been rigged before the ship was abandoned. After about an hour the fire was out and the Master called the small boat. The two men in her came on board, and as no ship had come, fireworks and rockets were sent up. Three hours later a Destroyer came along. The two lifeboats were picked up and the Master was asking the Destroyer to send out a tug to fetch his ship in, when she gave a lurch and he thought it was time to leave. The Master got the three men into the boat, which was now waterlogged, and then jumped in himself. At once the ship came down on top of them, the davit cutting the boat in half and throwing them into the water, so that one, Isbister, was drowned. The others were picked up after half-an-hour and taken to Leith.

To be an Additional Member of the Civil Division of the Most Excellent Order of the British Empire:—

James McGill Ovenston, Esq., Chief Officer, s.s. "Ferryhill" (Aberdeen Coal Company, Ltd., Aberdeen).

S.S. "Ferryhill" was unarmed and had no wireless. She was proceeding to meet a north-bound convoy when in the early afternoon a mine exploded on her port bilge keel. The Chief Officer was on the boat-deck swinging out the boats, when he saw a great yellow flash which came up nearly to the bridge. He then saw smoke and a column of sea coming up like a water spout. One and perhaps two boilers had burst, and the ship broke in two; the forward end came up and the after end went down like a stone. She heeled right over, the stern came out of the sea and the funnel came off. The star-board boat slid across the boat-deck and was smashed in the water. The crew were amidships. The Steward, who was resting below, was killed. The Second Mate was badly wounded in the forehead. The Chief Engineer got his life-jacket on, but the rest must have been killed when the boat came across the deck. It was Second Engineer Grassie's watch below, but he had just come up to see how a job he had done was holding, and this saved him. The Chief Officer tried to save the Chief Engineer; he was blown across the deck and his forehead hit the derricks. He saw a door floating over the after end of the ship and told the Chief Engineer to come to it with him, but he stood there dazed. He himself now lost his hold on the door; he tried to get his sea-boots off, but his hands were numb with cold. Seeing Grassie in the water, he swam out to him; the ship went down. He took hold of Grassie, who was badly hurt, and together they hung on to the hatch until the minesweeper "Young Jacobs" came along. She threw

some lines, with one of which the Chief Officer took a turn round Grassie to keep him up, and asked "Young Jacobs" if she had a ladder. They put the ladder overboard, and he went up, helping Grassie after him. They went down into the engine-room, and Grassie, who was frozen with cold, was brought round. They had been in the water some thirty-five minutes.

To be an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Henry John McDonald Downie, Master, s.s. "Imperial Monarch" (Raeburn and Verel Ltd., Glasgow).

Awarded the Medal of the Civil Division of the Most Excellent Order of the British Empire, for Meritorious Service:—

Herbert John Fagents, Gunlayer, s.s. "Imperial Monarch" (Raeburn and Verel Ltd., Glasgow).

Commended:—

<i>Gun's crew;</i>	
George Cooper, Apprentice,	} s.s. "Imperial Monarch" (Raeburn and Verel Ltd., Glasgow).
Alfred Feuchtgruber, Seaman,	
Richard Bolton Norfolk Greenwood, Carpenter,	
Claude Major, Boatswain,	
Charles Parkinson, Seaman,	
Albert Henry Smith, Apprentice.	

S.S. "Imperial Monarch" was fitted with a 4" gun and a High Angle gun. She was attacked by enemy aircraft. There was a South-East gale blowing, with a high sea, and the ship was rolling heavily. An enemy aircraft appeared from the North flying at about 2,000 feet. The order for gun stations was given. Two bombs were dropped which fell about 100 yards away. Fire was opened and the enemy flew away Northwards, circled inshore and came in again from the South, dropping two more bombs. He attacked again from astern from 1,000 feet dropped three bombs, one of which went into the hold, and machine-gunned the bridge as he went ahead. The second attack blew two holes in "Imperial Monarch's" quarter. She had been firing all the time, and at her twentieth shot one of the enemy's engines started misfiring. He flew away Eastward. There was 4' 6" of water in the after hold and a fire had started in the funnel. Leaving three men at the gun, the Master set the crew to plug the holes and get the fire under. Water was coming in on the port side, the bulkhead had some 50 holes in it, and the upper deck hatches were blown off, so the Master set course to bring her near the shore in case he had to beach her. Some two hours later another enemy aircraft was heard approaching. He dropped five bombs from about 1,000 feet; they did no harm, but all the lights went out. The gun fired twice and he at once shot up into the low-lying clouds. The ship was now rolling heavily and there was 7 foot of water in the after hold, so she was brought to an anchor at Inchcape, and a Salvage Officer came out. He wanted to beach her right away, but the Master thought she would live and brought her into Leith Roads before daybreak next

morning. The men behaved very well. The gun's crew handled the gun with skill and courage, did not leave it even when one of the bombs exploded ten yards away, and never missed the chance of a shot.

To be an Additional Member of the Civil Division of the Most Excellent Order of the British Empire:—

James William West Sadler, Esq., Skipper, Trawler "Lavinia" (Messrs. Lindsey Steam Fishing Company, Ltd., Grimsby).

Commended:—

Austin Walter Melhuish, Mate, Trawler "Lavinia" (Messrs. Lindsey Steam Fishing Company, Ltd., Grimsby).

"Lavinia" was unarmed and had no wireless. She was attacked by enemy aircraft when fishing 85 miles East $\frac{1}{2}$ South from the Humber. There was a heavy sea running and it was so cold that there was ice on the fore deck. In the middle of the morning the hum of an aircraft was heard. The Skipper and the Mate were on the bridge. The men were all below and the Skipper told the Mate to see that they took cover in the galley. The enemy dropped five or six bombs, two of which hit the ship. One caught fire and lay in the scuppers; long flames shot out of it, and the Skipper threw it overboard. The aircraft crossed "Lavinia" about a dozen times dropping some forty bombs, five at a time. As he circled round he used his machine-gun. The crew remained calm, and "Lavinia" carried on with the fishing for another week.

To be an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—

Tom Fielden Wrigley, Esq., Chief Officer, m/v. "Munster" (British and Irish Steam Packet Company, Ltd., Coast Lines, Ltd., Liverpool).

M/V. "Munster" was unarmed. Her crew were about 45 and there were some 190 passengers on board. About dusk she was struck by a mine under the port bridge. On being hit she lifted and then settled at once by the head, taking a list to port. The Master was knocked out and the Chief Officer took command. He lowered four port boats and one starboard boat as far as the rail, waited till they were full of passengers and then lowered way into the sea. There was no panic, but some of the women were in tears. All of the boats were got away full of passengers. He then went forward into the fore-castle and called out to see if any of the crew were there. It was full of smoke and no one was in it. Between them he and the Purser made sure that nobody was left behind. The Chief Officer then let the anchor go and burnt blue flares on the upper deck. The wireless being damaged, he sent out an S.O.S. on the siren, which was heard by s.s. "Ring Wall", who sent a motor boat to take the lifeboats in tow. The last lifeboat, in which were both the Master and the Chief Officer, was filling, so the motor boat was ordered to cast off the other boats and take this one in tow by herself. As she arrived alongside

"Ring Wall" she was swamped and the wounded Master and most of those in her were thrown into the sea but were picked up again. The rest of the passengers and crew were brought alongside and landed by "Ring Wall" at Liverpool. The coolness and seamanship of the Chief Officer, who was the last to leave the ship, made sure that the wounded Master and all the many passengers and crew were brought to safety.

To be an Additional Member of the Civil Division of the Most Excellent Order of the British Empire:—

Captain William James Lees, Master, m/v. "Reculver" (Trinity House, London).

Commended:—

John Joseph Edgar Woolnough, Esq., Chief Officer, m/v. "Reculver" (Trinity House, London).

M/V. "Reculver" was unarmed. She was attacked by enemy aircraft. She cleared Yarmouth soon after daybreak, bound to the relief of the Lightships to the East and North. The Chief Officer took over the bridge when the Master went below to breakfast. The Master heard the sound of aircraft and hurried on deck. About halfway to the bridge he met a messenger from the Chief Officer, saying that an enemy aircraft was flying overhead from the direction of the sun. The enemy made a dive from the clouds from about 700 feet; he passed over the ship within 100 feet. The Master reached the bridge and took over from the Chief Officer. The aircraft circled and made another steep dive from West to East towards the sun, a little more than mast high. The man at the wheel was the only Wireless Operator on board, so the Master took over from him. He gave the ship port helm and she swung across the enemy's course as he attacked a second time, but one of the two bombs dropped wrecked the motor launch. The bombs also put the helm out of action. The enemy attacked again from the West, dived and dropped another bomb amidships, which stopped the engines; he also used his machine-gun. He then climbed into the clouds and went away to the East. This last bomb killed the Second Officer and did much damage. The Chief Officer shepherded the men from one side of the ship to the other. "Reculver" was escorted by a trawler which was about a mile astern. The port boat was got away with 28 men in her, and they pulled towards the trawler, who tried to tow "Reculver", but could barely stem the ebb. A tug from Lowestoft and a larger trawler brought "Reculver" into Yarmouth Roads.

Awarded the Medal of the Civil Division of the Most Excellent Order of the British Empire, for Meritorious Service:—

Thomas McArthur, Third Hand, Trawler "Rigoletto" (George F. Sleight, Grimsby).

Trawler "Rigoletto" was unarmed and had no wireless. She had a crew of nine, including her Skipper. Some 85 miles East $\frac{1}{2}$ South of Grimsby "Rigoletto" was fishing with her trawl down, when an enemy aircraft flying very low attacked her five times. There was a big sea running. The

first attack was from aft with bombs and machine-gun. The next attack was with incendiary bombs which started fires. In the third attack a number of small bombs hit the deck and one went through into the engine-room. The Skipper sent the crew below but stayed in the wheelhouse himself. The Mate was at the winch and started up the tank engine to get the hose working, but he was killed by machine-gun fire. The enemy now machine-gunned the wheelhouse and the Skipper was mortally wounded. The Third Hand, who had cut away the trawl-warps, now took over, while the crew and the heavy seas worked together to put out the fires. He saw a bomb lying on the deck, and thinking that it would explode, ran from the wheelhouse and threw it overboard. In the fifth attack, one large bomb fell on the starboard hand and lifted the ship out of the water. The enemy also used his machine-gun. He then flew away. The Third Hand brought "Rigoletto" and the survivors home safe.

To be an Additional Member of the Civil Division of the Most Excellent Order of the British Empire:—

Phillip George Windsor, Esq., Radio Officer, s.s. "Sultan Star" (Blue Star Line, Ltd., London).

Commended:—

Captain William Henry Bevan, Master, s.s. "Sultan Star" (Blue Star Line, Ltd., London).

On a fine clear afternoon, s.s. "Sultan Star" was torpedoed without warning. Her Master was on the bridge. She at once began to settle. The Master telegraphed "Finished with Engines", the signal for those below in the engine-room and stokehold to go to their boat stations. One man had been killed, but the rest came up in good order. At the same time Radio Officer Windsor was tapping out the S.O.S. The crew went calmly to their boat stations, where they were mustered by the Chief Officer and reported ready. The Master saw that his ship was sinking by the stern and at once gave the order to abandon ship, telling all the boats to get well clear except one, which was to stand by to pick up the Radio Officer and himself. The boats got quickly away. The Radio Officer continued to broadcast the S.O.S. and the Master stood by him. The ship's stern was under, and the water was over the after end of the boat-deck. His ship was going and it seemed certain death to stay another moment. He dived over the side and struck out for the boat, which was standing by for him. As he was hauled into the boat he looked back for Windsor. The ship by now was standing on her stern, her bows were in the air and water was going down the funnel, when he saw him leave the Wireless Office and dash for the side. He was sliding down a rope when the ship went down. The next time he was seen he was clinging to some wreckage.

"Sultan Star" carried a deck cargo of some 200 tons in heavy barrels. These broke loose as she sank. No boat could have lived in the whirlpool. There was, too, the danger of a bursting boiler, so the Master waited

for the maelstrom to die down, till it was safe for him to bring his boat to the rescue of Windsor. He could hear him groan as he was caught and pounded and crushed between the barrels. At last they lifted him on board, more dead than alive. It was not long before three Destroyers arrived. They picked up all the men from "Sultan Star's" boats, and sank the enemy. The Doctor in one of them saved Windsor's life. Windsor's gallantry and devotion to duty had brought help to his shipmates, and destruction to the enemy.

Awarded the Medal of the Civil Division of the Most Excellent Order of the British Empire, for Meritorious Service:—

Charles John Jacques, Gunner, s.s. "Yewdale" (John Stewart and Company, Ltd., Glasgow).

S.S. "Yewdale" was armed with one Lewis gun. She was attacked by three enemy aircraft, one on each side and one astern. During the action her Master was killed on the bridge. Her gunner told the Reserve gunner to take cover and ran through a hail of bullets to the Lewis gun, which was in an exposed position on the after boat deck, and opened fire. Tracer bullets were seen to enter one of the aircraft near the cockpit. He engaged the enemy so long as his gun would fire, and then took cover in the engine-room. The aircraft attacked with bombs and machine-gun fire aiming at the wheelhouse and the gun which were peppered with bullet marks. In manning his unprotected gun under heavy fire and continuing in effective action as long as he could, the gunner showed great coolness and disregard for his own safety. The ship was saved and all in her except the Master.

COMMENDATIONS:—

Captain Henry Newport Edward Jones, Master, s.s. "Blythmoor" (Runciman Shipping Company, Ltd., Newcastle-on-Tyne).

S.S. "Blythmoor" was unarmed. She was attacked by enemy aircraft. She left the Downs soon after noon. Four miles off Flamborough Head in the late afternoon, the Master sighted an aircraft about 1,000 feet up. While the Master and Second Officer were trying to make out his markings, the enemy opened fire with machine-gun. The Master took cover till the plane had passed, then ran to the bridge, gave the Radio Officer the ship's position and told him to send out the A.A. Signal. He took over the bridge and steered a zig-zag course at full speed. The plane now came in again from the clouds at about 800 feet, and sprayed the deck with machine-gun bullets. He next attacked from astern at about 100 feet in the line of the ship's course. The Master put his helm hard over, swinging broadside on to the enemy's course in order to lessen the target. Three bombs were dropped, but all fell wide. Machine-gun fire was also used. The enemy now circled and came in again astern, and the Master once more put his helm hard over. The aircraft dropped three bombs, two of which hit, used his machine-gun and flew away over the foremast. Seeing smoke coming out of a hatch, the Master gave the

order to stand by for the boats, and kept his ship at full speed. The enemy finally circled and came up astern once more, and again the helm was put hard over. The enemy then flew away into the clouds and the Master resumed his course and brought his ship safely to port.

Godfrey Saxon Filliter, } s.s. "British Coun-
Chief Steward, } cillor" (British
James Royal Rennie, } Tanker Company,
Second Steward. } Ltd., London).

S.S. "British Councillor" was struck by an enemy mine or torpedo off the Humber. When H.M.S. "Gallant" came up to her, the crew had taken to the boats and had been picked up. The Master, so far as he knew, had been the last to leave the ship; when he mustered his crew, they had all been reported as present. "Gallant" closed and hailed to find out if there was anyone left on board. A cheerful voice replied that there were two left and that they wished to remain on board to try and save her. Night was coming on, and the ship drifting before a fresh Easterly wind. The two men anchored and rigged a riding light; "Gallant" patrolled close by during the night. About nine o'clock she closed and again the voice replied that all was well. At daybreak it was seen that the ship was much lower in the water; the well decks were awash and the wind and sea were rising. A boat was sent from "Gallant" and the men persuaded to leave their ship. They had stayed in the ship when the others left her, spoken with confidence on her state, and passed a long night in a sinking ship because they thought it their duty to do so. They proved to be the Chief Steward and his Assistant.

James Swanney (deceased), Deck Hand, Trawler "Compaganus" (Thomas L. Devlin and Sons, Edinburgh).

"Compaganus" was fishing in the North Sea 150 miles East by North $\frac{1}{4}$ North from May Island, when she was attacked by two enemy aircraft with bombs and machine-gun fire. The attacks lasted for about half an hour. The crew took cover below. Between rounds, James Swanney, a Deck Hand, went back on deck to try to cut away the fishing gear, so that the vessel might be handled more easily. In one of these attempts, he was killed by machine-gun fire. Without thinking of his own safety, he had done his best to save his shipmates.

George King, Esq., Second Engineer, s.s. "Doric Star" (Blue Star Line Ltd., London).

The Second Engineer of s.s. "Doric Star" was taken across to "Altmark" in a pinnace from "Admiral Graf Spee". The Senior Officers taken from English ships remained in "Admiral Graf Spee" so that, as one of the few English Officers in "Altmark", special responsibilities fell on this young Officer, who took charge of Lascars and a mixed company of 275 seamen and firemen of various nationalities. He took in hand the discipline of these men and organised a routine with a view to possible escape. When they were rescued by H.M.S. "Cossack", he directed

the exit of all the prisoners through the narrow hatchway and knocked out an enemy armed guard, armed with pistol and bayonet, who was getting in the way. He then returned with two other Officers and searched all the flats to make sure that no one was left behind.

Herbert Osborne, Esq., Skipper, Trawler "Eroican" (Dominion Steam Fishing Company, Ltd., Grimsby).

"Eroican" was unarmed. She was fishing 70 miles from the land and had just hauled her gear, when an enemy aircraft flew close alongside her. The enemy did not fire until he came round the second time, when he opened with machine-gun fire. The crew ran for cover and the aircraft flew across the stern eight times dropping about sixty incendiary bombs and firing his machine-gun. The Skipper remained on the bridge. One bomb dropped through the boat and burnt a large hole in her. Twenty bombs hit and set fire to the ship and both the trawls. Between each attack the crew dashed out and threw the burning bombs overboard or put them out. In the last attack the Skipper put his helm hard-a-port and the enemy fouled his fore-stay. After this he flew away Eastwards. "Eroican" hauled her trawls on board and went back to Grimsby.

Captain Charles Henry Davis (deceased), Master, s.s. "Hazelside" (Charlton Steam Shipping Company, Ltd., Newcastle).

S.S. "Hazelside" was not armed. About noon she was attacked off the Fastnet by an enemy submarine. The Master saw the enemy abeam on the starboard side about half a mile away. There was a flash and a shell burst above the ship. The Master steered a zig-zag course. Both the lifeboats were smashed by gun fire and only a small jolly boat built for eight men was left, and eight of the crew were wounded. The Master sent word to stop the engines and abandon ship. The Second Engineer went to the engine-room and when he came back on deck, a shell blew off his arm. "Hazelside" was out of control and swung broadside on to the enemy, who put in another shot. As she began to heel over, some of the crew put on lifebelts and, leaping into the sea, were carried away; but the ship did not sink. The jolly boat was lowered and of the eighteen men who crowded into her, eight were wounded. Among those last on board were the Master, the First Officer, the Third Officer and two Engineers. For nearly seven hours they were in this small boat in heavy seas. The Carpenter kept her head to sea with an oar. The jolly boat and five men on a raft were picked up by a trawler.

Captain Albert Horace Brown, Master, s.s. "Huntsman" (T. and J. Harrison, Liverpool).

S.S. "Huntsman" was sunk by "Admiral Graf Spee". The latter was flying a French flag when she was seen by "Huntsman". The French flag was not lowered until she was less than a cable from the English ship. The Master of "Huntsman" saw that the bag of ship's papers and

confidential books was sunk, put his engines full speed astern, and ran to the wireless room. The Operator had already been told to send out a message "Warship approaching"; when the German flag was hoisted, the Master told him to send "enemy warship". The message was sent out twice and was picked up. A crew from "Admiral Graf Spee" boarded "Huntsman" and she was ordered to follow at full speed. Four days later "Altmark" arrived and three days after this "Huntsman's" crew were ordered to go on board her, but five Indians were kept to work the winches. The Master refused to leave until all his crew were off the ship. The Officer of the boarding party again ordered him off, but again he refused, saying that it was his duty to stay until every man was off his ship. Another Officer came to see him; he agreed with him and said he could stay. Next day he was taken off with the five Indians.

Captain Walter Smail,	} m.v. "Imperial Transport" (Houlder Bros. & Company, Ltd., London).
Master,	
Charles Jack	
Swanbrow, Esq., Chief Engineer.	

M/V. "Imperial Transport", a tanker, was armed with a 4.7" gun. Her crew was forty-three. Soon after dark she was torpedoed without warning. There was no moon. The ship at once started to break in two, and in less than five minutes the forward part broke off. The Master went on deck and shouted to the men to get aft as soon as possible; the last two men had to step off the low bridge on to the main deck and jump across two feet as the forward end was sinking. As the ship rended apart the telegraph chains must have jammed and rang the engines full speed astern. The engines were stopped, the boilers were shut down and the firemen came up on deck. The starboard lifeboat was got away, and the port boat lowered. Two of the men were overboard and the starboard boat went to try to rescue them. The bows of the ship, which had broken off, came drifting down on top of them and they had to keep clear. The men went with the tide, but the wind was the other way and the boat could not be pulled to them against it. They did not get back to the ship until midnight. The Master and the Chief Engineer tried to get stern way on to pick up the port boat; but this put her stern down so much that the Master thought it best to wait until daylight. They watched the port boat all night, and in the early afternoon next day she made her way back to the ship, and the men got on board. The next morning it was decided to steam the ship on the broken bulkhead and she went ahead at less than four knots for some 130 miles. The weather was fine with a slight sea. At nightfall they fell in with four Destroyers. The next morning the wind freshened, so the Master stopped the ship. He knew that the bulkhead would not hold in heavy weather. One of the Destroyers offered a tow and a wire was passed and put on their spring, but they could not pull her at all. The wind and the sea were rising, and the Master, after talking to the crew, thought it would be better that they should

all go on board the Destroyer for the night. In the morning "Imperial Transport" was still afloat. An Admiralty Tug and two other vessels were standing by to help, and the Master wanted to go back to his ship and assist them to tow her in. But the weather was getting worse all the time and it was not possible for him to be put back on board. The ship was left in charge of the Admiralty Tug.

James Dunn Chaytor, Gunlayer, s.s. "Northwood" (Constantine Steamship Line, Middlesbrough).

S.S. "Northwood" was attacked by enemy aircraft. She was armed with a 12-pounder and a Lewis gun. Off Whitby, two aircraft passed ahead of her flying at 40 feet. The Master thought they were friendly, but they circled and attacked with bombs and machine-gun fire from the South at 200 feet along the ship's course. The Gunlayer fired one round from the 12-pounder, causing the enemy to sheer off; he then went to the bridge, manned the Lewis gun and engaged the aircraft when it came back. Some 40 bombs were dropped and the enemy was certainly hit.

George William Dartnell, Esq., Skipper, Trawler "Orpheus" (Arctic Steam Fishing Company, Ltd., Grimsby).

Trawler "Orpheus" was unarmed and had no wireless. She was attacked by enemy aircraft. Her crew was nine, including the Skipper, and none of them was hurt. About 100 miles East of the Humber, when "Orpheus" was about to shoot her trawl, two enemy bombers attacked her, flying very low. The Skipper told the crew to take cover and himself went to the bridge, where he remained alone throughout the attack, zig-zagging the ship at full speed ahead. The enemy flew round the ship once very low without attacking. He then made four attacks, lasting in all about 20 minutes. Each time they came up from astern on the starboard quarter, passed over amidships at about 150 feet, circled rising to 800 feet and came in again swooping down to the lower level. The first time, both aircraft machine-gunned "Orpheus" with their rear guns after passing over her. The other three times the first plane machine-gunned and the second bombed. Four bombs were dropped; the first two fell well astern, the third a little nearer and the fourth close on the starboard hand, damaging the hull and causing the ship to leak badly into the bunkers. For some reason the planes then flew away, and in spite of the damage and leak the Skipper brought "Orpheus" safe home to Grimsby.

Charles Leonard Bruce, Esq., Skipper, Trawler "Rose of England" (Messrs. Harry Franklin, Ltd., Grimsby).

"Rose of England" was unarmed and had no wireless. She was attacked by enemy aircraft. She was fishing some five miles East of Scarborough Castle on a foggy morning, when four enemy aircraft appeared flying towards the land. One of them turned

from his course and attacked with machine-gun fire. The Skipper told the men to get off the deck, and he and the Mate went to the bridge. He put the helm hard over to port, turning the ship westward towards the land. The three other aircraft had been attacking a small coaster. All four of the aircraft now flew at "Rose of England" head on. The Skipper was swinging her four points; they came in from the starboard bow, circling one after the other, and dropped in all some 40 bombs. When they came over the first time, the Skipper jammed the helm hard over and jumped into cover below. They machine-gunned throughout each attack. One of the bullets burst the steel pipe to the whistle and the escaping steam, as well as the fog, made it hard to see. It was not easy to keep the men off the deck, as they would come up to see if the enemy had gone. There were two direct hits, but they did little damage. The last bomb fell a few yards from the starboard quarter and heaved the ship up out of the water. After attacking for 20 minutes, the enemy flew away to the East. The crew showed great coolness.

Bernard Bridges, Esq., Skipper, Trawler "Russel" (Messrs. H. L. Taylor, Ltd., Grimsby).

"Russel" was unarmed and fishing 100 miles from land. In the middle of the morning she was attacked and machine-gunned by an enemy aircraft. The Skipper called the crew out. The enemy circled and again attacked with incendiary bombs and machine-gun. In all he made a dozen attacks. The crew ran from one side of the galley to the other, taking cover. After the sixth attack, the Skipper, who was behind the bridge, said they should get the boat out, as the aircraft meant business. While they were hoisting the boat out, the mizzen boom broke, dropping her on the rail. The boat was lowered and the Skipper secured the painter and told the crew to get in quickly, as she was bumping against the ship's side in the heavy seas. The crew got in and he slacked out the painter, so that the boat rode astern. The Chief Engineer, who had been slow, jumped for it and arrived in a heap amongst the crew. The Skipper threw two buckets into the boat and, leaping 10 feet, he too landed among the others. They pulled away, bailing, as the boat was leaking. After the twelfth and last attack, the enemy dropped a shower of small silvery darts which fell clear of the port quarter; he then circled round the ship, waved his hand, and cleared off. The boat by now was sinking, so they got back on board and put out the fires, the breaking seas helping them. The warps were unshackled and hauled in; and, chopping away the rest of the gear, they returned to Grimsby.

Harold Blackburn, Third Hand, Trawler "Sulby" (A. Keay, Fleetwood).

"Sulby" was unarmed. She was fishing 73 miles North-West of Rathlin Island, the weather being squally with a strong South-West wind and a heavy sea; when a German submarine came alongside.

The Third Hand helped to launch the starboard small boat and, with six others, pulled clear of the ship. The Skipper, Second Hand and three others were in the port small boat. "Sulby" was then sunk by gun-fire. The Third Hand set a reefed lug-sail as a jib and ran before the wind until the afternoon. He sighted Skerryvore Light bearing South-East. The wind had freshened to a gale and the boat was running under. The sail was handed and a sea anchor streamed. They had to bail throughout the night to keep her afloat. At daybreak there was heavy rain and the wind dropped. The full lug-sail was set. Two of the men in the boat were lying in the bottom barely conscious, and the Third Hand decided to make for Tobermory while the landing was safe. After five days and four nights in her, he brought the small boat to Ruaha Gal.

Captain William Burnaby Southouse Starr, Master, s.s. "Tairoa" (Shaw, Savill and Albion Company, Ltd., London).

S.S. "Tairoa" was armed with one 4" gun. Her crew was eighty-one, three of whom were injured by shrapnel. Before daybreak a vessel was sighted about 2 points on "Tairoa's" beam, about five miles away. The Master was already on the bridge because he knew there was a raider about. The enemy was not recognised as she was bow on, and her flag did not show. When it did show it proved to be half a small Ensign, black with smoke, flying from a dummy funnel. When within two miles, she signalled with flags "I am coming to board you", and made two other flag signals which were not read. "Tairoa" stopped still, not recognising the enemy, but at three-quarters of a mile it was noticed that the ship had all her big guns trained on her. The unknown ship fired several shots which damaged the steering gear, smashed the wings of the bridge and blew the wireless away. The order was given to abandon ship, and the men lowered and manned the boats. The enemy ship proved to be "Admiral Graf Spee", named "Deutschland" for the time being and crudely disguised as "Repulse" or "Renown". The Master of "Tairoa", a man of over sixty, set a fine example throughout.

Captain James	} s.s. "Trevanion"
Ninnes Edwards,	
Master,	
Noel Charles	
Martinson, Esq.,	} (The Hain Steamship Company, Ltd., London).
Radio Officer.	

S.S. "Trevanion" was unarmed. In the early afternoon she sighted a battleship on her port beam some seven miles away flying a large French Ensign. When 4 points on "Trevanion's" bow, she put her helm hard astarboard and headed for her. At two miles she hoisted two flag signals—"do not use your wireless" and "I am sending a boat". She then came up at full speed on "Trevanion's" port side. Not until she was close abeam could her German flag be seen. On the Master's orders the Radio Officer sent out the Raider Signal and ship's

position. The enemy at once opened fire with a machine-gun and swept "Trevanion's" upper deck from a range of about 100 yards. The Master then went to the bridge and mustered the crew on deck. The Radio Officer stopped sending the message and the machine-gun fire ceased. The Master went to the wireless room and stood by while the whole message was sent out. All this time the enemy was using his machine-gun with tracer bullets, one or two of which entered the wireless room, struck the table and knocked the two Officers back-

wards. The Master returned to the bridge and found that no-one had been hurt. The enemy boat was now nearly alongside. He rushed for his secret papers, and, risking machine-gun fire, threw them over the side and watched them sink. As he was returning, the enemy boarding party stopped him with loaded revolvers. They asked him many questions, but he answered them nothing of which they wished to know. "Trevanion's" crew were then taken aboard the German ship, which proved to be the "Admiral Graf Spee".

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:

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S.O. Code No. 65—34857