

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 Ninnes Edwards, Master,	} s.s. "Trevanion" (The Hain Steam- ship Company, Ltd., London).
Noel Charles Martinson, Esq., 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