

these hazards Bland volunteered to do the work in the darkness of the night, since the tide did not serve in the daylight. The work played a great part in saving a fine ship.

Edward Joseph Chapman, Deck Hand.

Albert Edward Rouse, Third Hand.

(Both awards dated 4th November, 1941.)

An aircraft crossed the ship, flying very low over the bridge.

One round was fired as it flew away, it having been thought at first to be British. Later it came over the ship exactly as before.

The Master told the gunners to hold their fire till late. At point blank range both guns opened fire and hits were observed. The aircraft jettisoned its bombs and was seen to dive into the sea. Rouse and Chapman showed coolness and courage.

Edward Cole, Chief Engineer. (Award dated 4th February, 1941.)

When several trawlers were fishing, an enemy aircraft attack severely damaged one of them. The vessel took a heavy list to port and her crew took to the boat and lay off, but later returned to their ship, where Cole at once effected temporary repairs. By shutting off the fractured injection valve he prevented flooding, and by his skilful work he enabled the trawler to return to port.

Later the same trawler was fishing when a violent explosion damaged the vessel. Cole was thrown against the bulk-head. When he recovered from the shock he at once examined the damage and tried to shut off steam but found the spindle bent. He went on deck, shut the valve on the boiler-top and then went down to the engine-room which was full of steam and rapidly filling with water. He reported to the Skipper who ordered all hands aboard a rescue ship. They were only just in time as the trawler sank at once.

On both occasions Mr. Cole showed outstanding resource and coolness in exceptionally trying and dangerous circumstances.

Bertram George Day, Cadet.

The ship was many times attacked by enemy aircraft. During the attack by bomb and machine-gun Cadet Day stood to his gun, held his fire until fairly sure of results and at least twice badly damaged the enemy, who was forced to retire losing height rapidly.

Charles Dyer, Gunner. (Award dated 25th February, 1941.)

A spirited action was fought between the trawler and a large enemy aircraft which dropped two bombs and repeatedly attacked with cannon and machine-gun fire.

By cool and steady fire Dyer stopped the enemy from coming low, and hit him more than once. When he broke off the attack, black smoke was pouring from the machine.

The aircraft crashed and the crew of five were captured.

Ernest Daniel Edlin, Gunner. (Award dated 9th July, 1941.)

The vessel was fishing when a twin-engined bomber approached, flying so low that it barely cleared the mast head. Edlin at once opened fire. He got 130 rounds into the aircraft, which burst into flames, and fell into the sea about half a mile away. The vessel

hailed in her trawl and tried to close with the enemy to rescue survivors, but the bomber disappeared in a burst of flame and black smoke.

Edward Gordon Elliott, Seaman.

The ship was torpedoed at night and sank within sixteen minutes. Elliott, who had four ribs broken, went down with her but soon came to the surface where he saw a float with a man on it. He then helped another member of the crew to reach it. The float was not intended for sitting on, and the weight of the three men partly submerged it. After drifting for four days they sighted a vessel and Elliott drew its attention by using a tobacco tin as a heliograph. It proved to be the submarine which had sunk the ship. The Commander gave the three men provisions, some of which were washed off the same night. Five days passed and one man died. The two survivors were attacked night and day by sharks, who tried to sweep them off with their tails. After twelve days afloat, they were rescued.

Elliott's succour of his shipmate when the ship sank, and his great fortitude and endurance were matched by his indomitable spirit.

Arthur Thomas Edward Evans, Boatswain.

Francis Ernest Hawkins, Third Hand.

(Both awards dated 10th June, 1941.)

While the ships were fishing three enemy aircraft, flying in line and led by a large bomber, attacked one of them with many bombs, none of which hit. She replied, and after a second attack with machine-gun fire drove the aircraft off and shot off the tail plane of the largest machine. This aircraft was hit again as she passed the second trawler and fell into the sea.

Evans and Hawkins showed great skill and courage.

Frank Stewart Lamb, Engineer. (Award dated 9th July, 1941.)

The trawlers were fishing in pairs, when an aircraft was sighted from ahead. It flew towards one of the trawlers and dropped a bomb, which fell clear. Lamb, who was at the gun, at once fired at the aircraft, which sheered off towards the second ship, attacked her with cannon and machine guns, and flew back to bomb the first vessel. It then dropped two bombs astern of the second ship and returned to the first, whose skipper told his gunner to hold his fire as long as he dared. Lamb opened fire, and, after 30 or 40 rounds, the aircraft shot up into the air, dropped another bomb, and made off. It was then seen to wobble badly, drop several bombs and fall into the sea.

The first trawler, which had been badly damaged by a bomb, was taken in tow by the other vessel and brought safely into port.

John Edward Pauling, Gunner.

The ship was sailing alone. An air attack was heard being made some miles ahead. The Master at once ordered the gunners to stand by. A German aircraft suddenly approached flying at not more than 200-300 feet. When the bomber came within range Pauling directed the fire so accurately that after a single run the aircraft began to lose what little height it had and crashed into the sea about a mile and a half from the ship.