

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