

At 09.25 hours on 27 Jan 1943 the unescorted Cape Decision (Master Hogler Emile Sorensen) was hit by two of three torpedoes from U-105, as she steered a zigzag course in clear weather and moderate seas. The survivors reached Barbados 9 days later having traveled 957 miles in the life boats.

At 18.45 hours on 15 March 1943 the Ocean Seaman (Master Edward Bacon) in convoy ET-14 was torpedoed and badly damaged by U-380 about 60 miles west of Algiers. The ship was taken in tow by USS Paul Jones (DD 230) and beached where she was declared a total loss.. The master, 48 crew members and 10 gunners were picked up and landed at Gibraltar and Oran.

At 18.35 hours on 7 July 1942 the Hartlebury (Master George Willbourne Stephenson), was hit by torpedoes fired by U-355. The explosions only left one lifeboat intact, which was lowered by panicking crewmen and flipped over. 29 crew members, 7 gunners and 2 naval signalmen were lost. Survivors transferred to HMS La Malouine (K 46)

At 09.11 hours on 3 Jan 1940 the Svartön (Master Bror Emil Larsson), a romper from convoy HN-6, was hit amidships by a G7e torpedo from U-58, broke in two and sank quickly off Kinnaird Head. The master, 19 crew members and a Norwegian pilot were lost.

At 03.25, 20 Oct 1940 the Janus, a straggler from convoy HX-79, was hit amidships by a torpedo from U-46 and broke in two in a big explosion. Both parts remained afloat for some time. The survivors were picked up by HMS Hibiscus (K 24) (LtCdr R. Phillips) and landed at Methil, Scotland

At 20.02, 2 Nov 1944 the unescorted Fort Lee (Master Ottar Marius Andersen) was hit by one torpedo from U-181. The torpedo warning device of the tanker did not sound until after the torpedo hit. 50 survivors were picked up and taken to Western Australia.

At 21.24 hours on 27 Jan 1940 the neutral England was hit underneath the bridge by a G7e torpedo from U-20, broke in two and sank within 2 minutes about 15 miles southeast the Orkneys.

At 00.04 hours on 8 Dec 1939 the neutral Scotia was hit in the bow by one torpedo from U-23 and sank slowly by the bow in 17 minutes. The ship had been missed by a first torpedo at 23.26 hours on 7 December. The survivors were picked up by the Danish steam merchant Hafnia, which had witnessed the attack.

HMS Eagle was an early 1930s aircraft carrier of the Royal Navy. After an extensive refit in early 1942, the ship made trips delivering fighter aircraft to Malta. HMS Eagle was torpedoed and sunk by the German submarine U-73 on 11 August 1942 while escorting a convoy to Malta during Operation Pedestal.

Great Britain required a convoy escort vessel which was capable of being built quickly, of mounting the available anti-submarine equipment, of surviving heavy seas and of matching U-boat speeds. The Flower class was based on a whale-catcher. 145 of these sea sickness generators were eventually built.

In the evening on 19 Aug 1944 the Saint Enogat (Master Philip Duggan) pedoed and sunk by U-413 southeast of Isle of Wight. The master and 36 crew members were picked up by the British landing ship infantry HMS Duke of Argyll and landed at Juno beach.

At 07.16 hours on 9 April 1942 the unescorted Esparta (Master Alfred L. Case) was hit by 1 torpedo from U-123 about 14 miles south of Brunswick, Georgia. The vessel quickly listed 15° to starboard and began to sink rapidly by the stern. 39 of the 40 crew were rescued.

At 02.25 hours on 26 Jan 1944 the unescorted Samouri (Master William John Slade) was torpedoed and sunk by U-188 east-northeast of Socotra Island in the Gulf of Aden. The master, 38 crew members and ten gunners were picked up by the Shahzada and landed at Aden.

At 18.15 hours on 9 Jan 1945 the Jonas Lie (Master Carl Lionel Von Schoen) in station #35 of convoy ON-277 was torpedoed by U-1055 at the entrance to the Bristol Channel. 69 abandoned ship and were rescued. One survivor, who was blown overboard by the explosion, was picked up by a Norwegian ship bound for New York.

At 06.14 hours on 24 Nov 1943 the unescorted Melville E. Stone (Master Lawrence J. Gallagher) was hit by two torpedoes from U-516 about 100 miles northwest of Cristobal. 78 crew and passengers abandoned the boat to the life rafts in rough seas. The master and 14 souls were lost.

On 3 May 1944 USS Donnell was on her fifth transatlantic voyage, when she made a sound contact and sighted a periscope 450 miles southwest of Cape Clear, Ireland. She prepared for a depth charge attack but was hit at 12.00 hours by a torpedo from U-473. 29 men were killed and 28 wounded. The vessel was towed to Scotland

At 10.05 hours on 6 July 1943 the unescorted Jasper Park (Master William Buchanan) was hit by two of three torpedoes from U-177 south-southwest of Cap Sainte Marie. The master, 44 crew members and six gunners were picked up by 2 RAN Destroyers and landed at Durban.

At 02.15 hours on 29 July 1940 the unescorted Clan Menzies (Master William Hughes) was hit aft by one torpedo from U-99 and sank by the stern after one hour about 150 miles west of Loop Head. Six crew members were lost. The master and 87 crew members landed at Enniscrone,

At 01.38 hours on 31 July 1940 the unescorted Jamaica Progress (Master Alfred McColm) was hit on port side aft by one torpedo from U-99 about 40 miles southwest of Barra Head. Six crew members, one gunner and one passenger were lost. 48 others were picked up and landed at Fleetwood and Barra Head.

At 08.29 hours on 10 Oct 1942 the unescorted Duchess of Atholl (Master Henry Moore) was hit on the port side in the center of the engine room by one of two stern torpedoes fired by U-178 about 200 miles east-northeast of Ascension Island. Most of the 825 passengers and crew were picked up by the RN.