

THE SINKING OF THE H.M.H.S. "LLANDOVERY CASTLE"

Sergt. Knight bears further testimony to the persistent efforts of the submarine to blot out its crime by cruising many times a zig-zag course through the area filled with wreckage and lifeboats at a speed of probably sixteen knots an hour.

He himself was swimming towards lifeboat believed to be No. 19, which had got safely away, when he noticed this boat being shelled. There was a fairly heavy swell on the water at the time, and he was carried into a trough. When he came to the crest again the boat he had seen being shelled had disappeared.

Eventually while floating on a piece of wreckage he was picked up by the captain's boat. Sergt. Knight's opinion is that at least twenty shells were fired by the submarine into the vicinity of the wreckage.

THROWN OFF SUBMARINE.

When he first saw the submarine approach the captain's lifeboat, in his dazed condition, he mistook it for a British rescue boat. He dived alongside it, gripped a rope and pulled himself aboard. Four or five members of the crew asked him what he wanted, speaking in English.

He was promptly thrown back into the lifeboat by four of these men.

The evidence of Ptes. Pilot, Cooper and Taylor only serves to emphasize the career of wanton destruction engaged in by the submarine following the disappearance of the *Llandoverly Castle*. They were in the water about an hour, floating on wreckage until taken into the captain's boat.

They verify the statement that the medical personnel and ship's crew, except those killed by the explosion, succeeded in getting off the ship. They witnessed the efforts of the submarine to smash or sink the lifeboats in the water, and later the shelling of the entire area.

They are agreed there could be only one motive for this—to run down every survivor and destroy every possible evidence of the ship and its equipment. For two hours there were cries from all directions for help, none of which received any response from the crew of the submarine.

From eleven o'clock Thursday night, all through Friday and Friday night, until Saturday morning at nine-thirty, this one surviving lifeboat kept on its way towards the Irish coast, covering some seventy miles by alternately sailing or rowing until piked up by H. M. destroyer *Lysander*.

The *Llandoverly Castle* had been in the service of the Canadian Government as a hospital ship since March of this year. She had made four voyages to Halifax, and with a tonnage of 11,200, afforded special facilities for the transport and care of wounded soldiers.

The Officer Commanding, Lieut-Col. T. H. MacDonald, C.A.M.C., of New Glasgow, Nova Scotia, had seen considerable service with the Embarkation and Discharge Depot, was for some time on the Standing Medical Board of the Office of the A.D.M.S., London Area, and later served with No. 2 Canadian Stationary Hospital, France.

On her last outward voyage to Halifax, the *Llandoverly Castle* carried six hundred and forty-four military patients, one officer and twenty-six other ranks being stretcher cases, fourteen officers and six hundred and three other ranks of a less serious nature. Fourteen of the cases were tubercular and thirty-seven mental.

On the return voyage there were, of course, no military patients nor any passengers, save her crew, and the regular hospital unit establishment.

It seems unnecessary to assert that the accusation of the German submarine commander, that the *Llandoverly Castle* had on board American flying officers or munitions of war, is pure fiction. The regulations covering the control of hospital ships were being observed, both in spirit and the letter.

Further, it is clear there was no ground whatever for mistaking the ship for anything other than what she was—a ship immune by every law of war and peace from attack or molestation.