



THIRD SUPPLEMENT

TO

The London Gazette

Of FRIDAY, the 4th of OCTOBER, 1940

Published by Authority

Registered as a newspaper

TUESDAY, 8 OCTOBER, 1940

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W. 1,
8th October, 1940.

The KING has been graciously pleased to give orders for the undermentioned appointments to the Fourth and Fifth Classes of the Most Excellent Order of the British Empire, for the following Awards of the Medal of the said Most Excellent Order, for Meritorious Service, and for the publication in the London Gazette of the names of personnel of the Merchant Navy specially shown as having received an expression of commendation for their good services.

To be an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Alfred George Edward Short, Master, m/v "Alexia" (Anglo-Saxon Petroleum Company, Ltd., London).

To be an additional Member of the Civil Division of the Most Excellent Order of the British Empire:—

George McDonald Dickson, Esq., Third Engineer, m/v. "Alexia" (Anglo-Saxon Petroleum Company, Ltd., London).

Commended:—

Martin Stanislaus O'Hanlon, Esq., Radio Officer	} m/v "Alexia" (Anglo-Saxon Petroleum Company Ltd., London)
Herbert Frank Thacker, Esq., Fifth Engineer	
William Davis Emrys Thomas, Esq., Apprentice	
P.O. Barrance, Gunner	

M/V "Alexia" was torpedoed in convoy and took an immediate list to port with a large hole blown in her side, just above the water-line, and with four tanks badly buckled. The Master opened the valves, and, though she had sunk four feet from the intake of water, he kept his ship on an even keel. The enemy, a submarine, then opened fire. "Alexia's" steering gear jammed but the gunner, finding he thus could not bring the 4-inch gun to bear, manned the 12-pounder at the Master's order and, in spite of the first round bursting just outside the gun, fired two more rounds, regardless of the fact that the ship was being repeatedly hit by enemy fire while he was in an entirely unprotected position. After his third round, the submarine submerged. "Alexia" was later sighted by a British aircraft and next morning was met by tugs. The Master, his Third Engineer and the four other members of the party who by their pluck, determination and entire disregard of danger, undoubtedly saved their ship, acted throughout with a great devotion to duty.

To be an additional Member of the Civil Division of the Most Excellent Order of the British Empire:—

Ernest Burnett, Esq., Chief Engineer, s.s. "Argos Hill" (Ernels Shipping Company, Ltd., London).

S.S. "Argos Hill" was bombed and damaged by heavy explosions on the port and starboard sides of the engine room. The lights failed, steam-pipes and sea-valves burst, water poured in and the bilge pumps were put out of action. There were soon eight feet of water in the engine room. The Chief Engineer by prompt and determined action lifted the manhole of one of the bottom tanks in spite of the considerable depth of water over it. So they were able to keep the water down and bring her into Weymouth Bay under her own power.

To be an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Herbert Alexander Kilgour, Master, s.s. "Dallington Court" (Framlington Syndicate Ltd., London).

Captain William Warriner Watson, Master, m/v "Delius" (Lampport and Holt Lines Ltd., Liverpool).

Captain Ralph John Seager Smith, Master, s.s. "Spanker" (A. S. Witherington and A. G. Everett, Newcastle-on-Tyne).

To be an additional Member of the Civil Division of the Most Excellent Order of the British Empire:—

George Coulehan, Esq., Chief Engineer, s.s. "Dallington Court" (Framlington Syndicate Ltd., London).

William Blyth Rutherford, Esq., Chief Engineer, m/v "Delius" (Lampport and Holt Lines Ltd., Liverpool).

William Green Cockburn, Esq., Chief Engineer, s.s. "Spanker" (A. S. Witherington and A. G. Everett, Newcastle-on-Tyne).

Commended:—

Samuel Scott, Able Seaman, s.s. "Dallington Court" (Framlington Syndicate Ltd., London).

F. F. Buckingham,	} m/v "Delius" (Lampport and Holt Lines Limited, Liverpool)
Signalman	
Joseph William Doyle,	
Gunlayer	
George Robert Siggins	
H. Wearing, Telegraphist	

"Delius," "Dallington Court" and "Spanker" formed part of a convoy conveying military stores to a Norwegian port, and were subjected to three bombing attacks just before they arrived. On leaving the next day the ships were bombed steadily. The ordeal through which these ships passed was the greater because of the necessarily slow speed of the convoy, but they proceeded steadily to their destination. On the first day the enemy took full advantage of a very clear sky. Almost all the attacks were delivered from out of the sun and the cover from the surrounding mountains was of much help to the enemy. Many of the bombs dropped were of a very heavy type and would certainly have sunk any ship if they had hit her. The convoy was attacked for nearly eight hours and about 400 bombs were dropped.

To be an Additional Member of the Civil Division of the Most Excellent Order of the British Empire:—

Joseph Edward Cowper, Esq., Chief Engineer, s.s. "Empire Crusader" (Ministry of Shipping, London).

Commended:—

William Robson, Acting Able Seaman, s.s. "Empire Crusader" (Ministry of Shipping, London).

S.S. "Empire Crusader" was heavily attacked by E. Boats and later by enemy aircraft. A bomb struck the foredeck of the ship and another exploded two or three feet from the ship on the port side. The engine-room skylights were broken and the steam pipes burst. The main mast had gone, the paravanes had gone, the hatches had been stripped off and there was a crater in the coal which was on fire. The front of the bridge had been blown in. The Chief Engineer stopped the engines and then went to see what he could do for the Second Mate who was very badly wounded. He and Acting A.B. W. Robson got the wounded man across the skylights to the boat. In so doing Robson was hit by a machine-gun bullet. A boat had been partly lowered and the Second Mate was got into it. The Chief Engineer went to look for the Master in the chart room but could not find him. By that time the bridge had caught fire and the flames were travelling to the fore part of the ship which seemed about to sink. The eight or nine uninjured survivors managed to get away in the boat with the wounded whom they had taken from the ship.

To be an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Rudolph Sharp,	} s.s. "Lancastria" (Cunard White Star Ltd., Liverpool)
Master	
Harry Grattidge, Esq.,	
Chief Officer	
James Dunbar, Esq.,	
Chief Engineer	

Awarded the Medal of the Civil Division of the said Most Excellent Order, for Meritorious Service:—

Frederick Entwistle	} s.s. "Lancastria" (Cunard White Star Ltd., Liverpool)
Beattie, Chief Steward	
David Irvine Jardine	
Thomson,	
Boatswain's Mate	
William Herbert Stone,	
Gunner	

Commended:—

Richard Goranwy Roberts,	} s.s. "Lancastria" (Cunard White Star, Ltd., Liverpool)
Esq. (deceased), Senior	
1st Officer	
Wilfred John Hyde, Esq.,	
Senior Assistant Purser	
John Hill, Esq. (deceased),	
Surgeon	
James Duncan, Esq.	
(deceased),	
Senior 2nd Engineer	
Arthur Dover, Extra 2nd	
Steward	
Michael Murphy, Quarter-	
master	

S.S. "Lancastria" had embarked a large number of troops and some refugees at

St. Nazaire, and was waiting for her escort when attacked. She was struck by a salvo of four high explosive bombs, which hit her simultaneously in the most vital parts, and she sank in ten minutes. Some 2,000 were saved by lifebelts and 500 by boats and rafts.

To be an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Ivor Llewellyn Price, Master, s.s. "Margot" (Walmer Steamship Company Ltd., London).

Commended:—

Frederick Arthur Musk, } s.s. "Margot"
Telegraphist } (Walmer Steamship
Laurence Pattison, } Company Ltd.,
Signalman } London.)

S.S. "Margot" was attacked by aircraft while disembarking troops and discharging motor transport and ammunition at a Norwegian port. The Master organised the discharge of the cargo and throughout set a fine and inspiring example. The two signalmen besides receiving and answering all signals from the escorting vessels led and worked parties whenever they could leave the bridge and manned and fired machine-guns on the bridge during air raids.

To be an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Arthur Edward Nicholls, Master, s.s. "Oronsay" (Orient Steam Navigation Company Ltd., London).

Commended:—

Ivan Ernest Goodman Goldsworth, Esq., R.D., Staff Commander, s.s. "Oronsay" (Orient Steam Navigation Company Ltd., London).

The transport "Oronsay" was engaged in withdrawing troops from France and rescued a large number of military officers and other ranks, many of whom proved to be survivors of H.M.T. "Lancastria". "Oronsay" was heavily attacked from the air and hit at the moment of her arrival at St. Nazaire. The embarkation took some four or five hours during which five bombing attacks were made upon the vessel. Captain Nicholls was ably assisted by Staff Commander Goldsworthy who had been injured. The Master's resource and coolness were outstanding and he brought his ship home without any bridge instruments or charts.

To be an Additional Member of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Harold Lawson, Master, s.s. "Sanfry" (James Hargreaves and Sons (Leeds) Ltd., Leeds).

Commended:—

Leslie Depledge, } s.s. "Sanfry"
Steward } (James Hargreaves & Sons
Joseph Lawson, } (Leeds) Ltd., Leeds)
Deckhand }

S.S. "Sanfry" was in convoy when a large flight of 60 to 70 enemy planes delivered a bombing attack. Being astern of the convoy the ship escaped damage but shortly

afterwards when a fresh attack developed, she was chosen as a special target, and was badly shaken. Her gunner, however, kept up fire and no vital damage was suffered. The next day when "Sanfry" and three other vessels had left the convoy, they suffered a murderous attack from a "U" Boat. The three other ships were all torpedoed and sunk while "Sanfry" narrowly escaped three torpedoes. Under fire from the submarine's guns she replied vigorously with her 12-pounder and Lewis gun. Two enemy shells struck the hold but failed to explode. The gunner was wounded and was dragged to safety from the exposed gun position by Steward Depledge and Deckhand Lawson. These two then continued to fire the gun, though under heavy fire from the submarine, which suddenly gave up the attack and disappeared. Next morning "Sanfry" sighted two enemy Motor Boats. Turning his ship so as to bring them dead astern Captain Lawson prepared to fire on them. Both boats, however, at once turned and made off. "Sanfry" was safely brought to harbour. Her Master's rapid appreciation of each position; his skilful seamanship and determined resistance were outstanding and the courage of Steward Depledge and Deckhand Lawson, not only in rescuing the wounded gunner but in taking his place and by vigorous fire repelling the submarine's attack, are worthy of the warmest commendation.

Awarded the Medal of the Civil Division of the said Most Excellent Order for Meritorious Service:—

John Robert Gallagher, Gunner, s.s. "Tamworth" (Dalgleish Steam Shipping Company Ltd., Newcastle-on-Tyne).

Commended:—

Captain Charles Logan } s.s.
Sclanders, Master } "Tamworth,"
John Emery Atkinson, } (Dalgleish Steam
Esq., 2nd Engineer } Shipping Com-
Eric Speakman, Gunner } pany, Ltd., New-
castle-on-Tyne).

S.S. "Tamworth" was armed with a 12-pounder Gun and a Lewis Gun. When in convoy off Dover she was attacked by enemy aircraft which dived to bomb her, rose, and flew away. "Tamworth" was not hit but the delayed shock of the explosions around her lifted the ship right out of the water and blew her wireless away. The ship's side was badly dented and her engine-room damaged. In spite of this her gunners continued firing, and when attacked by an aircraft which had already sunk another vessel astern, they blew the machine to pieces. Yet another aircraft coming in from the port side was also hit, and flew off with both engines smoking. "Tamworth" made several attacks on other enemy aircraft before being towed back to port.

To be an Additional Member of the Civil Division of the Most Excellent Order of the British Empire:—

Thomas Ludlow, Esq., Chief Officer, s.s. "Terlings" (Lambert Brothers Ltd., London).

Commended:—

William Charles Prescott, Gunlayer, s.s. "Terlings" (Lambert Brothers Ltd., London).

S.S. "Terlings" was armed with a 4-inch gun and a Lewis gun. She was attacked in convoy from astern by about thirty-six enemy aircraft who dived to rain bombs on her, and, as they rose, followed these with machine-gun fire. The first three bombs fell amidships, damaging the engine-room and sending up clouds of steam. Bombs from a second attack struck the port side, and s.s. "Terlings" soon sank. After being in the water for a quarter of an hour her survivors were picked up by a Destroyer. The Master and two of the crew were killed. Four men were injured and six are missing. When the alarm was sounded the Chief Officer went amidships to the Lewis gun, and, though bombs fell all round him, he remained there, firing until he was thrown into the water. The Gunlayer by his steadfast example under fire earned the respect of all on board. Both men showed fine courage in the face of death.

Awarded the Medal of the Civil Division of the said Most Excellent Order, for Meritorious Service:—

Omer Jama, Master of an Arab Dhow.

Omer Jama, with his crew, threw overboard Italian armed guards who had been placed in charge of his vessel.

He and his crew showed great presence of mind and pluck in ridding themselves, during a sandstorm, of their Italian captors and bringing the Dhow safely to Aden.

COMMENDATIONS.

The individuals named below have been brought to notice for good services when their

ships encountered enemy submarines, ships or aircraft:—

William Sinclair, Esq., Third Officer, s.s. "Accra" (Elder Dempster Lines Ltd., Liverpool).

Captain Robert Anderson, Master, s.s. "Ashcrest" (Crest Shipping Company Ltd., London).

Captain Hugh Roberts, Master	} m/v "Athellaird" (Athel Line Ltd., London)
Alexander Lamont Vincent, Esq., First Mate	

Captain Sidney George Barnes, Master	} s.s. "Bawtry" (Bawtry Steam- ship Company Ltd., London)
Tom Parke Beatty, Esq., Chief Officer	
Samuel John Kent, Gunlayer	

Captain Edmund Joseph Coles, Master	} s.s. "British Governor" (British Tanker Company, Ltd., London)
Edward Arnold, Esq., Third Engineer	

Captain Frank Stanley Passmore, Master, s.s. "Gogovale" (Crawford Shipping Company Ltd., Glasgow).

Captain Charles William Owen, Master, s.s. "Helder" (James Currie and Company Ltd., Leith).

Captain Henry George Gardiner Westmore, D.S.O., O.B.E., R.D., Master, s.s. "Kenneth Hawksfield" (P. Hawksfield & Son Ltd., Dover).

Captain George Llewellyn Jones, Master, s.s. "Manistee" (Elders and Fyffes, Ltd., London).

Captain John Robert Miles, Master	} s.s. "Statira" (Chellev Steam- ship Management Company Ltd., London)
Norman Rose, Gunner	

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:
York House, Kingsway, London, W.C.2; 120 George Street, Edinburgh 2;
26 York Street, Manchester 1; 1 St. Andrew's Crescent, Cardiff;
80 Chichester Street, Belfast;
or through any bookseller

1940

Price Sixpence net

S.O. Code No. 65-34963