

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