

to the Most Distinguished Order of Saint Michael and Saint George, in recognition of distinguished services during the operations against Zeebrugge and Ostend on the night of the 22nd-23rd April, 1918:—

*To be Additional Members of the Third Class, or Companions, of the said Most Distinguished Order:—*

Capt. (Cdre., 1st Cl.) the Hon. Algernon Douglas Edward Harry Boyle, C.B., M.V.O., R.N.

Capt. Henry Percy Douglas, R.N.

*Admiralty, 23rd July, 1918.*

The KING has been graciously pleased to give orders for the appointment of the under-mentioned Officers—

*To be Companions of the Distinguished Service Order:—*

Cdr. Edward Oliver Brudenell Seymour Osborne, R.N. Gunnery Officer on Staff of Vice-Admiral Dover.

Was responsible for the fitting out of "Vindictive" with howitzers, mortars, pom-pom and machine-guns. During the action displayed an exceptional combination of knowledge, skill, courage and devotion to duty in circumstances of great difficulty and danger.

Cdr. Alfred Edmund Godsal, R.N. (Since killed in action).

This officer in "Brilliant" led the Ostend blockships and stood in to the shore in the face of a tremendous barrage from the shore batteries, the wind having shifted and driven back the smoke screen at a critical moment. His spirit and bearing were those of a very gallant officer; he at once volunteered on hearing that another operation was in contemplation.

Lieut.-Cdr. Kenneth Cary Helyar, R.N. ("North Star").

While his vessel was lying totally disabled and under heavy fire from shore batteries off Zeebrugge, displayed the greatest bravery and devotion to duty. He refused to leave his ship until she was sinking under his feet. Showed throughout an admirable example to those under him.

Eng. Lieut.-Cdr. Ronald Charles Boddie, R.N. ("Thetis").

When both engines of "Thetis" had been disabled and the order to clear the engine-room given, the ship being in a sinking condition, this officer returned to the engine-room. He got the starboard engine going ahead, thereby enabling the ship to be turned into the fairway before she was sunk.

Lieut. (actg. Lieut.-Cdr.) Keith Robin Hoare, D.S.C., R.N.V.R.

When "Sirius" was sinking he went alongside in his motor-launch under very heavy fire and took off 50 of the crew; then proceeding to "Brilliant" he took on board 16 men, and afterwards returning to

"Sirius" took off remainder of officers and crew. He showed the utmost coolness and judgment in handling his vessel throughout.

Lieut. Harold George Campbell, R.N. ("Daffodil").

Handled his ship magnificently under extremely heavy and unceasing fire; but for his skill and devotion the storming parties from "Vindictive" could neither have landed, nor, having been landed, recovered. During the greater part of the time he was suffering from a wound in the eyes.

Lieut. Stuart Sumner Bonham-Carter, R.N. ("Intrepid").

Handled his ship with great skill and coolness in a position of considerable danger under heavy fire. Great credit is due to him for his success in sinking "Intrepid" in the Bruges Canal.

Lieut. Cecil Courtenay Dickinson, R.N.

Was in command of the demolition party, displaying able leadership, and did splendid work on the mole. Was of the greatest assistance in securing "Vindictive" alongside and in facilitating the retirement from the mole. His work after the ship had left the mole was invaluable.

Lieut. Oscar Henderson, R.N. ("Iris II.").

When a shell carried away the port side of the bridge of his ship and caused a serious fire amongst the ammunition and bombs, he led a volunteer fire party with a hose on to the upper deck to quench the fire. Took over the command of the ship after Cdr. Gibbs had been mortally wounded.

Lieut. Arthur Eric Pole Welman, D.S.C., R.N.

During the action the units of the coastal motor-boat flotilla under his command were handled in a masterly manner, rendering the greatest service in screening and rescue work. He, himself, was in a coastal motor-boat, and was always in the most exposed positions across the harbour entrance covering "Vindictive," "Iris II." and "Daffodil" by smoke screen.

Lieut. John Campbell Annesley, R.N.

In command of a coastal motor-boat showed great bravery when under heavy machine-gun and battery fire at short range. He continued to make smoke screens, and only withdrew when he and all his crew had been wounded.

Lieut. Edward Whaley Billyard-Leake, R.N. ("Iphigenia").

Exhibited the greatest bravery, and is deserving of much credit for placing his ship by calculated manœuvring under heavy fire exactly where he wanted to place her to block the canal, before blowing his charges and leaving the ship.

Surg. Frank Pearce Pocock, M.C., R.N. ("Iris II.").

By his devotion to duty, he undoubtedly saved many lives. When "Iris II." was hit he at once commenced tending the wounded, and as all the sick-berth staff were killed, had all the work to do alone. After