

put out of action. He showed an energetic example to the men, and successfully evacuated all the wounded before abandoning ship, she being in a sinking condition and continually hit.

Art. Eng. William Mark Sutton, R.N. ("Daffodil").

Displayed wonderful leadership and devotion to duty. At the commencement of the operations it appeared doubtful whether sufficient head of steam could be kept in the boilers to enable "Daffodil" to perform the duties required. Mr. Sutton's untiring exertions, initiative and resource enabled this difficulty to be overcome. Throughout the pushing operation he managed to maintain 160 lbs. of steam, a pressure which would have seemed impossible in view of previous experience. The engine-room was holed and two compartments flooded, but these were immediately and efficiently dealt with by Mr. Sutton.

Act. Art. Eng. William Henry Edgar, R.A.N. ("Iris II.").

It was due to this officer that the ship was kept going during the action under very heavy fire, and though holed several times, succeeded in returning to base under her own steam. He did invaluable work in the engine-room and boiler-room throughout the operation for a period of seventeen hours without rest. He showed great bravery when ship was under very heavy fire, by coming on to the upper deck, and with the help of an engine room artificer turned on the smoke apparatus.

Serjt.-Maj. Charles John Thatcher, R.M.L.I.

Was mainly instrumental in conveying the heavy scaling ladders from the ship to the Mole, and throughout the operation displayed great coolness and devotion to duty.

*To receive a Bar to the Distinguished Service Cross.*

Lieut. Edward Lyon Berthon, D.S.C., R.N. ("Sirius").

This officer accompanied Lieut.-Cdr. Hardy to look for an Engineer Lieut. and some men who, it was thought, had been left behind. This was done under heavy and accurate fire from 4.1-inch and machine guns.

Sub-Lieut. Maurice Charles Humphrey Lloyd, D.S.C., R.N. ("Iphigenia"). (Since died of wounds).

Showed great coolness under heavy fire, and by his bravery and devotion to duty set a fine example to his men. On abandoning ship, after she had been sunk, Sub-Lieut. Lloyd was severely wounded. This very gallant young officer has since died of wounds.

The following awards have also been approved:—

*To receive the Conspicuous Gallantry Medal.*

Ch. Motor Mech. James Attwood, R.N.V.R., O.N. M.B. 1915.

Ch. Motor Mech. Sydney Harold Fox, R.N.V.R., O.N. M.B. 1872.

Ldg. Dkhnd. William George Weeks, R.N.R., O.N. 13682 D.A.

The three ratings above mentioned were amongst those who volunteered to man the motor launches detailed to rescue the crews of the blockships, and it was largely due to the coolness and courage with which the crews of these motor launches carried out their duties that so many officers and men were rescued. These three men displayed most conspicuous gallantry in the face of intense gun and machine-gun fire at short range.

Sig. Thomas Charles Bryant, O.N. 215297 (Po.).

This man, like all the crew of "Iris II.," behaved with great coolness and in a most exemplary manner under very heavy fire throughout the whole operation.

Shortly after leaving the mole at Zeebrugge the ship came under very heavy fire from the mole and shore batteries, being ten times hit by small shell and twice by large ones. The first large shell carried away the port side of the bridge on which Signalman Bryant was stationed, seriously wounding him and causing many other casualties.

Subsequently, being the only Signalman left in the ship, he was carried to the upper deck, and, although both his legs were shattered, he endeavoured to answer signals which were being made, behaving with great fortitude while in considerable pain.

Sto., 1st Cl., Henry Cullis Bindall, O.N. K.5343 (Po.).

P.O. Walter Harner, O.N. 228795 (Dev.).

Ldg. Sea. William Gladstone Cleaver, O.N. 221196 (Po.).

E.R.A., 3rd Cl., Allan Gordon Roxburgh, O.N. 272442 (Ch.).

The ratings above mentioned were members of the crew of Submarine C.3, which was skilfully placed between the piles of the Zeebrugge mole viaduct and there blown up, the fuse being lighted before the submarine was abandoned. They volunteered for and, under the command of an officer, eagerly undertook this hazardous enterprise, although they were well aware that if the means of rescue failed, and that if any of them were in the water at the time of the explosion, they would be killed outright.

Ldg. Sea. Albert Oscar Davis, O.N. 189243 (Ch.).

Leading Seaman Davis remained at his station in "Iphigenia" after the mines had been fired and after the cutter had left, awaiting, in accordance with instructions previously given, orders to destroy his gun. The order was not received, and he stayed at his post until the ship sank under him, when he jumped into the water and swam to the boats.

Ch. E.R.A. Frank Marsden Gale, O.N. 272503 (Ch.).

After both engines of "Thetis" had been disabled, and when the ship was in a sinking condition, this Chief Petty Officer returned to the engine-room, with an Engineer Officer, and succeeded in re-starting the starboard engine, thereby enabling the ship to be turned more into the fairway before she sank.