



SECOND SUPPLEMENT

TO

The London Gazette

Of TUESDAY, the 20th of FEBRUARY, 1940

Published by Authority

Registered as a newspaper

FRIDAY, 23 FEBRUARY, 1940

*Admiralty, Whitehall.
23rd February, 1940.*

The KING having already been graciously pleased, after the first phase of the Battle, to give orders for the following appointments to the Most Honourable Order of the Bath, in recognition of the gallant and successful action with the "Admiral Graf Spee" (to be dated the 13th of December, 1939):—

To be an Additional Member of the Military Division of the Second Class, or Knights Commanders, of the said Most Honourable Order:

Rear-Admiral Henry Harwood Harwood, O.B.E., Commanding South American Division of the America and West Indies Station:

To be Additional Members of the Military Division of the Third Class, or Companions, of the said Most Honourable Order:—

Captain William Edward Parry, R.N., H.M.S. Achilles,
 Captain Charles Henry Lawrence Woodhouse, R.N., H.M.S. Ajax,
 Captain Frederick Secker Bell, R.N., H.M.S. Exeter;

An announcement to this effect was published on the 23rd of December in the Second Supplement to the London Gazette of Friday the 22nd of December, 1939.

His Majesty has now been further graciously pleased to give orders for the following appointments to the Distinguished Service Order for services in the same action:—

To be Companions of the Distinguished Service Order:

Captain Douglas H. Everett, M.B.E., Royal Navy, H.M.S. Ajax,
 Commander Douglas M. L. Neame, Royal Navy, H.M.S. Achilles,
 Commander Robert R. Graham, Royal Navy, H.M.S. Exeter;

who, as Commanders of their Ships, having done all they could during the long months of waiting to perfect their Ships and Ships' companies, so that they stood the test of battle, when the day for action came, heartened all by their readiness, example and encouragement.

Lieutenant Ian Dudley De'Ath, Royal Marines, H.M.S. Ajax;

who, in charge of a Turret when an 11-inch shell passed through the working chamber below, went at once to the hatch, which had been blown open and was giving out sparks and smoke, to find out the damage. He gave the orders needed to ensure the safety of ammunition and at once did what he could to bring the Turret into action again. He set a fine example of courage and presence of mind.

Lieutenant Richard E. Washbourn, Royal Navy, H.M.S. Achilles;

who, when early in the action several splinters struck the Gun Director Tower, at once killing three men and wounding two others inside the tower, though wounded on the head by a splinter which half stunned him and killed the man behind him, continued to control the main armament with the utmost coolness. He set a magnificent example to the rest of the Director Tower crew, who all stood to their posts and made light of the incident. Thus the Primary Control kept working and secured throughout the action a high rate of hits on the enemy.

Commander (E) Charles E. Simms, Royal Navy, H.M.S. Exeter;

who, by his zeal and energy, brought his engines to full power in record time, and by his thorough knowledge of the ship and perfect organisation, checked the damage. His calm and cheerful manner set a fine example to his fellows.

Distinguished Service Cross.

Midshipman Archibald Cameron, Royal Navy, H.M.S. Exeter;

who, when an 11-inch shell burst above an ammunition locker and set it alight, with great calmness and foresight ordered two guns' crews to take shelter. The locker exploded, wounding some of the second crew and setting alight another locker. As soon as the main fire abated, with the help of an Able Seaman, he smothered the flames of the burning woodwork. The two of them then threw the unexploded shells over the side. These were still hot and the brass cartridge cases were either missing or split open. The bottom row of ammunition had not burned, and this also was thrown over the side. Throughout the action he showed the utmost coolness and resource. He never failed to make the best use of his guns' crews.

Conspicuous Gallantry Medal.

William G. Gwilliam, Able Seaman, H.M.S. Exeter;

who helped Midshipman Cameron to smother the flames of a burning ammunition locker, and to throw hot shells, with their brass cases either missing or split open, over the side. He showed no regard for his own safety in putting out fires on the Upper Deck near the aircraft from which petrol was leaking.

Samuel John Trimble, Sergeant, Royal Marines, H.M.S. Achilles;

who, early in the action, when several splinters struck the Gun Director, at once killing three men and wounding two others inside the tower, was severely wounded; but stood fast without flinching or complaint throughout the hour of action that followed, bearing his wounds with great fortitude. When the medical party came he helped them to move the wounded and then made his own way to the Sick Bay with little aid.

Wilfred A. Russell, Royal Marines, H.M.S. Exeter;

who, having his left forearm blown away and his right arm shattered when a Turret was put out of action by a direct hit from an 11-inch shell, refused all but first aid, remained on deck and went about cheering on his shipmates and putting courage into them by his great fortitude; and did not give in until the heat of the battle was over. He has since died of wounds.

Stoker (First Class) Patrick O'Brien, H.M.S. Exeter;

who, when ordered from the Damage Control Headquarters to make contact with the Main Switchboard, found his way through the Chief Petty Officers' Flat where an 11-inch shell had just burst. Through the dense and deadly smoke, escaping steam and high explosive fumes, he made contact with the Main Switchboard and so with the Engine Room Artificer in the Forward Dynamo Room. From there he returned by way of the Upper Deck and led his party into the reeking Flat.

H.M.S. AJAX.

Distinguished Service Cross.

Lieutenant-Commander Desmond P. Dreyer, Royal Navy;

who, as Gunnery Officer of the ship, controlled the fire with great skill and ensured the high efficiency of his department.

Lieutenant Norman Kelsoe Todd, Royal Navy; who carried out navigating duties with the utmost coolness and accuracy throughout the action.

Lieutenant Edgar D. G. Lewin, Royal Navy; who was catapulted after the action had started when the air-worthiness of his aircraft was in doubt, and made a landing and recovery under difficult conditions after the battle.

Warrant Shipwright Frank Henry Thomas Panter, Royal Navy;

who, when knocked down and wounded by the explosion of an 11-inch shell which started fires, filled the compartment with smoke and put out all lights, went at once to the centre of the damage, where he encouraged and directed the repair parties and did all he could to limit and control the ill-effects.

Warrant Engineer Arthur P. Monk, Royal Navy;

who made all preparations for catapulting the aircraft. He later went to the scene of the most serious damage and by hard and skilful work, devotion to duty and cheerful example, did much to keep heart in the repair parties.

Gunner Reginald C. Biggs, Royal Navy;

who, in charge of a Turret, dealt very well with the failure of one ammunition hoist, and by his zeal and energy saw to it that his guns fired all they could in the time.

H.M.S. ACHILLES.

Distinguished Service Cross.

Lieutenant George G. Cowburn, Royal Navy; who handled the ship with the utmost skill and coolness and was undismayed when the Commanding Officer and the Chief Yeoman of Signals were wounded alongside him. The Ship's immunity from being hit was mainly due to him. The running commentary on the progress of the action which he passed to the Lower Conning Tower was of the greatest value, as it was broadcast to all positions between decks, including the Engine Room.

Surgeon-Lieutenant Colin G. Hunter, Royal Navy;

who was very junior for the responsible duty of Principal Medical Officer. He is a New Zealander. He had gained the confidence of the ship's company and won their esteem and affection, and so contributed much to the contentment of the Lower Deck. During the action his First Aid organisation worked very well, and he showed good judgment in dealing with the seriously wounded.

Gunner Eric J. Watts, Royal Navy;

who, though early in the action the Director Control Tower was hit by six splinters of a shell which killed or wounded half the personnel, carried out his duties as Rate Officer most ably throughout. When his rate keeping was no longer required, he left his position and calmly tended the wounded.

Gunner Harry T. Burchell, Royal Navy;

who, throughout the first action and the sixteen-hour chase which followed, carried out his duties with the greatest zeal and efficiency and relieved the Principal Control Officer of much trouble and responsibility, so that he could concentrate on observing and identifying the fall of shot. His conduct was exemplary.

H.M.S. EXETER.

Distinguished Service Cross.

Commander Charles J. Smith, Royal Navy;

who showed great calm and resource when communications had failed, in passing an order for port helm and in firing the starboard tubes at the correct moment. When required he coned the ship from aft, and after the action worked tirelessly to repair electrical damage, although wounded in the leg.

Commander Richard B. Jennings, Royal Navy;

who throughout the action controlled the main armament with great calmness and skill. When only one Turret was left in action he tried to spot from the after control position though standing over the muzzles of the guns. Throughout and after the battle he was untiring in his work of keeping the turret in action and in directing the ship's company to clear away the debris, the Commander being wounded.

Lieutenant Aidan E. Toase, Royal Marines; who was very active and resourceful in assisting to render the turret safe after it had been hit by an 11-inch shell.

Surgeon-Lieutenant Roger W. G. Lancashire, Royal Navy;

who, during the action and throughout the passage to the Falklands, with no sleep, worked cheerfully and unceasingly in tending the wounded.

Midshipman Robert W. D. Don, Royal Navy; who, throughout the action showed great calm, resource and initiative, especially in running hoses into the burning Marines' barracks, in fighting a fire over the lower steering position, and in rescuing the wounded.

Warrant Shipwright Charles E. Rendle, Royal Navy;

who controlled the shoring up and general repairs to the after section of the ship during the action. His untiring energy and great skill in effecting repairs, and so making the ship watertight after action, were beyond praise.

H.M.S. AJAX.

Distinguished Service Medal.

Albert E. Fuller, Petty Officer;

who was in charge of an electrical repair party near a compartment in which an 11-inch shell burst putting out all lights and causing much damage to electrical gear. He at once took efficient action to provide lighting and control the damage, and showed great courage, presence of mind and good leadership.

William G. Dorling, Chief Mechanician (Second Class);

who was in charge of the Stokers' Fire and Repair party near a compartment in which an 11-inch shell burst cutting pipes and starting fires. He at once took efficient action to control the damage and showed great courage, presence of mind and good leadership.

Bertram Wood, Stoker (First Class);

who showed special bravery, presence of mind and forwardness in controlling damage when an 11-inch shell burst near him. He entered "X" lobby when a number of casualties had occurred, and, single handed, put out a fire.

Frank E. Monk, Stoker (First Class);

who showed special presence of mind and forwardness in controlling damage when an 11-inch shell burst near him.

Duncan Graham, Shipwright (Third Class);

who set a magnificent example by his courage and forwardness near severe damage.

James W. Jenkins, Electrical Artificer (Third Class);

who showed special presence of mind and forwardness in controlling damage when an 11-inch shell burst near him.

Raymond G. Cook, Sergeant, Royal Marines; who showed great presence of mind and initiative in carrying out orders when a Turret was severely hit and fires and casualties occurred.

Thomas S. Reginald Norman Buckley, Marine; who when a Turret was hit showed great presence of mind and efficiency in ensuring the safety of the ammunition.

Clarence H. Charles Gorton, Petty Officer; who, being in charge of a Turret, worked hard and well, showed great devotion to duty, and ensured the maximum output from his turret throughout the action.

John W. Hill, Petty Officer; who as Director Layer, carried out his most important duties with great skill thereby contributing much to the fighting efficiency of the ship throughout the action.

Leonard C. Curd, Leading Seaman; who carried out most important Fire Control duties, usually performed by an Officer, with marked success throughout the action, and set a fine example of cheerful efficiency.

Robert D. Macey, Able Seaman; who, being in charge of a Shell Room, set a fine example of cheerful and good hard work and ensured that there was no delay in ammunition supply in the Turret which was able to fire the greatest number of rounds.

Robert McClarnan, Able Seaman; who, being in charge of a Magazine, set a fine example of cheerful, hard and skilful work.

Richard C. Perry, Stoker (First Class); who worked with energy, skill and initiative in making repairs to the catapult motor during action.

H.M.S. ACHILLES.

Distinguished Service Medal.

Edgar V. Sherley, Able Seaman; who was severely wounded when the Director Control Tower was hit by splinters. He behaved with great courage during his long wait until proper medical attention came. The nearest door of the D.C.T. through which he would normally have been evacuated was jammed by splinter damage, and it was necessary to remove him by a devious and difficult route in the heat of the engagement. He gave all the help he could to the Medical Party during this painful operation. He bore the pain of his wounds with great patience and fortitude.

Ian Thomas L. Rodgers, Ordinary Seaman; who, when early in the action several splinters struck the Gun Director Tower at once, killing three men and wounding two others inside the tower, was immediately ordered across, and proceeded to carry out essential duty coolly and skilfully for the rest of the engagement.

Allan M. Dorset, Boy (First Class); who, though early in the action several splinters struck the Gun Director Tower at once, killing three men and wounding two others inside the tower, behaved with exemplary coolness, despite the carnage around him. He passed such information as was available to him to the guns, and repeated their reports clearly for the information of the Gunnery Officer.

William G. Boniface, Chief Petty Officer; who, though early in the action several splinters struck the Gun Director Tower at once, killing three men and wounding two others inside the tower, maintained a good range plot throughout the engagement.

William R. Headon, Petty Officer; who, though early in the action several splinters struck the Gun Director Tower at once, killing three men and wounding two others inside the tower, kept up an accurate output for a prolonged action of over two hundred broadsides. He was faced with an especially difficult task in hand training with large alterations of course at full speed and with wide angles of rudder. During the lull he helped to remove dead and wounded.

Alfred Maycock, Petty Officer; who, though early in the action several splinters struck the Gun Director Tower at once, killing three men and wounding two others inside the tower, kept an accurate output for a prolonged action of over two hundred broadsides. During the lull he helped to remove the wounded and dead.

Harry H. Gould, Able Seaman; who, though early in the action several splinters struck the Gun Director Tower at once, killing three men and wounding two others inside the tower, maintained throughout the engagement a good range plot, even when the body of a shipmate fell on him through the D.C.T. floor.

Leslie Hood, Acting Chief Mechanician (Second Class); who was most helpful in the Engine Room, and showed zeal and energy throughout the action.

William Job Wain, Chief Stoker; who was, in the words of one of the staff of "A" Boiler Room, an "inspiration and help to them all." He steamed this boiler room with the highest efficiency, using great initiative in setting and adjusting the sprayers to obtain the best flame and a minimum of smoke.

Lincoln C. Martinson, Chief Yeoman of Signals; who showed great zeal and untiring energy in training and organising the V/S Department. The smartness of Achilles' flag-hoisting had been commented on both by the Commodore Commanding, New Zealand Squadron, and the Rear Admiral Commanding, South America Division, and did not fail in battle.

When seriously wounded and in great pain, he continued to inquire after the welfare of the V/S department and wanted to know how his men were doing.

William L. Brewer, Chief Petty Officer Telegraphist;

whose training and organisation of the W/T department successfully withstood the supreme test of battle. His coolness and ability, when under fire, in repairing damage to W/T equipment, on the upper deck and below decks, resulted in Achilles' W/T being in full working order again in a very short time, and in getting the first Enemy Report through.

George H. Sampson, Chief Ordnance Artificer (First Class);

whose skilful maintenance of the gun armament material secured that at the end of the action all guns were fully in action and all hoists working. At no time was the rate of fire of any turret slowed up by any failure in the ammunition supply or by any defect.

Albert G. Young, Cook;

whose energetic example and most cheerful demeanour were an inspiration to the rest of his quarters during the whole of this action and the sixteen hour chase that followed.

Frank T. Saunders, Sergeant, R.M.;

who acted with courage and initiative throughout the engagement, overcoming each difficulty and breakdown as it occurred, and by his fine example and leadership urged his quarters to still further efforts.

H.M.S. EXETER.

Distinguished Service Medal.

James McGarry, Engine Room Artificer, Second Class;

who on his own initiative at the beginning of the action flooded the petrol compartment. After the two shell bursts near him and in dense fumes, with dead and dying around him, himself blown against a bulkhead and temporarily stunned, he maintained complete charge. He got Shipwrights to investigate damage and organised stretcher parties and the work in his area. On the arrival of the Engineer Officer he made a complete report while a messenger supported him.

Frank L. Bond, Engine Room Artificer, Fourth Class;

who, on a shell entering the Flat in which he was, stood fast in the dense fumes, and, waiting until the last man was reported clear of a Magazine, then flooded it. He then went to the main centre of the fire to ascertain damage. He found the flooding valve spindles shot away, the fire main shattered but enough flow of water into the magazine from the damaged fire main. So he carried on fighting the fire in the Chief Petty Officers' Flat.

After the action he performed his duties with marked zeal and cheerfulness.

Arthur B. Wilde, Sergeant, Plymouth;

who, ordering the evacuation of a Turret after the Gun House had been hit by an eleven-inch shell, calmly put a tourniquet of rope round the stump of a Marine's arm. He then returned to the Gun House where

he found a fire over the rammer of the left gun. This rammer contained a charge of cordite. He organised a chain system of buckets to the turret, put out the fire, removed the cordite, and threw the charge over the side.

Herbert V. Chalkley, Acting Petty Officer;

who, shortly after an eleven-inch shell burst in the Chief Petty Officers' Flat above the dynamo room in which he was, managed to open the door in the escape truck and crawl over the wreckage to the switchboard hatch. He could not clear the wreckage away, and realising that his services could be dispensed with in the dynamo room, he scrambled up the dynamo escape trunk to the upper deck, returned to the flat and helped the fire parties in getting the fire under control and isolated circuits there. The conditions in these two flats were very bad at the time that he was trying to escape from the dynamo room. His work with the fire parties was outstanding.

Charles D. Pope, Sick Berth Chief Petty Officer;

who, when returning from the fore part of the Sick Bay with bottles of Morphine Sulphate Solution, was knocked flat and temporarily unconscious by a shell bursting and badly perforating that end of the Sick Bay. The bottles were broken, but when he recovered he went back through the smoke and fumes and not finding more solution brought back with him Morphia Ampoules.

Throughout the action he displayed great coolness, initiative and cheerful optimism despite the floods in the Sick Bay.

After the action his nursing and devotion to the wounded was exemplary.

Charles F. Hallas, Petty Officer;

who was the Torpedo Gunner's Mate in charge of the torpedo tubes. Although wounded at the start of the action he remained at his station until all torpedoes were fired. He then formed parties to deal with fires on deck and help the wounded. After the action he worked unceasingly in repairing damaged circuits. His cheerfulness throughout was a great encouragement to all who were working with him.

John L. Minhinett, Stoker, First Class;

who, when taken wounded to the After Medical Station, refused all attention until he was certain that the message he had been carrying had been delivered. This message stated that the steering had been changed over to Number 3 position.

Eric A. Shoemith, Acting Leading Airman, F.A.A.;

who on his own initiative, despite his clothing being soaked in petrol, climbed on to the top of the centre section of the aircraft and cleared the triatic stay which had fallen across it, thus freeing the aircraft for jettisoning. While he did this the ship was under heavy fire, the petrol leaking from the aircraft was a great danger, and a Turret was firing on a forward bearing.

George E. Smith, Plumber, Third Class; who, shortly after the explosion in the Chief Petty Officers' Flat, took a party of Stokers there to free the Main Switchboard Room's hatch. At the time the flat was in darkness, reeking with fumes and smoke, full of debris, and with the possibility of little deck supporting.

Frederick Knight, Joiner (Third Class); who, while bleeding in the face and badly shaken by the 11-inch shells exploding on the forecastle Messdeck, used great initiative in improvising stretchers for the wounded, in examining compartments underneath the damage and in plugging holes in the upper deck.

William E. Green, Petty Officer; who, as Chief Quartermaster, when the upper steering position was put out of action by an 11-inch shell exploding on a Turret ensured that the secondary steering position was correct and fully manned. Finding it to be so he started aft to see that the after steering position also was correct; on his way he was seriously wounded.

Joseph A. Rooskey, Chief Mechanician (Second Class); whose work was outstanding among all those on the catapult platforms jettisoning the aircraft. His calmness, skill and initiative were most valuable and set a splendid example to all those around him.

Alfred J. Ball, Able Seaman; who when taken wounded to the Fore Medical Station himself gave first aid to the other wounded and by his willingness and cheerfulness was of great help to the Fore Medical Station.

Stephen J. Smith, Petty Officer; who was in charge of the After Repair Party. A few minutes after the action opened a shell bursting close to the ship aft caused the flooding of Number 3 Breaker Room and much damage to the leads there. His prompt action in running emergency circuits to a Turret and the after steering motor helped to maintain the ship in action.

Thomas G. Phillips, Engine Room Artificer (Third Class); who got the two extra dynamos on load in record time. As the result of an explosion he and his party were trapped in the forward Dynamo Room which filled with dense fumes and smoke. One dynamo had stopped and with the exhaust fan out of action he skilfully effected the repairs needed to get the machine running again.

Sidney A. Carter, Master-at-Arms; who, though wounded in the right knee and severely bruised by a splinter early in the action, carried on tirelessly and devotedly his duty in the After Medical Party.

Eric T. Dakin, Sick Berth Attendant; who had been in the ship only a week, having been lent from H.M.S. Ajax, his first ship. His conduct throughout the action was exemplary. He carried out instructions per-

fectly, his first-aid treatment was very good and his quiet gentle manner gave great confidence to the wounded. His ability to take charge and keep order in difficulties was splendid.

Mentions in Despatches.

H.M.S. AJAX.

Engineer Captain Lionel C. S. Noake, R.N.
Paymaster Commander Rutherford W. Moore, R.N.
Lieutenant-Commander Ralph C. Medley, R.N.
Lieutenant-Commander Richard R. S. Pennefather, R.N.
Paymaster Lieutenant-Commander Victor G. H. Weekes, R.N.
Surgeon Lieutenant-Commander Alexander J. Burden, R.N.
Lieutenant Richard E. N. Kearney, R.N.
Chief Petty Officer Henry N. Watson.
Chief Yeoman of Signals George W. Harman.
Leading Signalmen Daniel F. Parrott.
Chief Petty Officer Telegraphist John F. Dagwell.
Band Corporal Angus J. H. Macdonald.
Marine Albert J. Hester, R.M.
Leading Seaman Cecil J. Williams.
Leading Seaman Henry Brennan.
Chief Ordnance Artificer (First Class) Arthur Hoile.
Leading Telegraphist Frederick J. Chatfield.

H.M.S. ACHILLES.

Commander (E) H. W. Head, R.N.
Paymaster Commander H. T. Isaac, R.N.
Lieutenant P. P. M. Green, R.N.
Lieutenant (E) Jasper A. R. Abbott, R.N.
Gunner (T) George R. Davis-Goff, R.N.
Warrant Electrician Joseph F. Swift, R.N.
Chief Petty Officer Leonard H. Boys.
Chief Petty Officer Ronald P. Burges.
Sailmaker Ivan D. Crawford.
Able Seaman Keith F. Connew.
Able Seaman James S. Borwick.
Able Seaman Collin W. Malcolm.
Able Seaman Bernard J. Sole.
Able Seaman Alexander Steve.
Able Seaman Laurence A. Webb.
Chief Engine Room Artificer (First Class) Reginald A. Martin.
Chief Stoker John W. Welham.
Stoker Petty Officer Robert M. Lobb.
Stoker (First Class) David S. Allison.
Ordinary Telegraphist Alan V. Bell.
Chief Petty Officer Cook Hubert C. Luke.
Master-at-Arms Frederick E. Loader.
Acting Corporal Leonard J. Fowler.
Marine Ray O. Osment.

H.M.S. EXETER.

Paymaster Commander Henry B. John, M.B.E.
Lieutenant Donald T. McBarnet, R.N.
Surgeon Commander John Cussen, R.N.
Sub-Lieutenant (E) John W. Mott, R.N.
Acting Sub-Lieutenant Clyde A. L. Morse, R.N.
Senior Master Ernest A. Doust, R.N.
Gunner Stanley J. Dallaway, R.N.
Stoker Petty Officer Albert S. Jones.

Chief Shipwright Anthony C. Collings.
Sergeant George W. Puddifoot.
Chief Stoker George I. Crocker.
Ordnance Artificer (First Class) William E. Johns.
Leading Telegraphist Cyril H. Lansdowne.

Electrical Artificer (First Class) Philip A. England.
Chief Petty Officer Telegraphist Harold E. Newman.
Sick Berth Petty Officer Clifford J. Scoble.
Chief Petty Officer Steward Joseph W. Watts.
Bandmaster (Second Class) Leonard C. Bagley.

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. 65-34796

