

*Commended:—*

Captain William Stubbs, Master, s.s. "Doric Star" (Blue Star Line Limited, London).

S.S. "Doric Star" was armed with one 4" gun. Her crew was 64, none of whom was hurt. She became suddenly aware of the presence of the enemy by the landing on her deck of a piece of a shell which had exploded about 100 yards off her port quarter. The Master went on the bridge and sighted the masthead of a warship some 15 miles away. He ordered a signal to be sent out. A little later another shell, fired from about 8 miles, landed not more than 200 yards off, on the starboard bow. The superstructure of a battleship was now visible, and "Doric Star" amplified her distress call. The raider, which was "Admiral Graf Spee," temporarily named "Deutschland," and roughly disguised to look like "Renown" or "Repulse," now sent out morse lamp signals telling "Doric Star" not to use her wireless, but no notice was taken and the Radio Officer kept sending calls until he heard them repeated by other ships. The Master stopped his ship. From about half a mile away "Admiral Graf Spee" sent a launch with a boarding party, who asked what the cargo was, and when the Master told them wool they looked at all the hatches and seeing wool under them failed to find out that the cargo was in fact meat, butter and cheese. "Doric Star's" crew were given ten minutes to get ready to leave the ship. The enemy hung bombs over the side, some of which exploded before they left, but failed to sink the ship, so that seven shells and one torpedo had to be put into her.

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

Herbert Hedley Robinson, Esq., Chief Officer, s.s. "Dunbar Castle" (Union-Castle Mail Steamship Company Limited, London).

*Commended:—*

Ernest Henry Akehurst, Able Seaman;	} s.s. "Dunbar Castle," (Union-Castle Mail Steamship Company, Limited, London).
Miss Eveline May Clarke, Stewardess;	
Miss Marion Alston Copplestone, Stewardess;	
Miss Sarah Ferguson, Stewardess;	

S.S. "Dunbar Castle" was sailing in a slow convoy. She carried 50 passengers, among whom were women and children. In the early afternoon a mine exploded on her starboard hand, below the bridge structure. She broke in two at the point of impact, and in smoke and fumes crumpled up from the after end of the forewell deck. She at once heeled over to starboard and her list rapidly increased. Most of the damage was near the Officers' cabins and the bridge, on which the Master was mortally injured and the Second and Fourth Officers also hurt. All light was cut off below, fierce fires started in the galley and some men were badly burned.

The Chief Officer was on the promenade deck. He went down to the boat deck, which he found deserted, and lowered three boats. The crew were slow to action stations as the two ladders from the forecabin had collapsed. He went to his cabin to find a torch and a knife with which to cut away a boat ladder. All the boats were manned without panic, but the Doctor and one man were thrown into the water. They hung on to the gunwale of another of the boats lowered by the Chief Officer and were pulled aboard.

The Chief Officer and a volunteer, Able Seaman E. Akehurst, then went below to make sure that no one was lying injured there; they called out in the dark, but there was no answer. When they came out the boat-deck was awash and they had to leave the ship. There were men in the water, one of whom the Chief Officer picked up; two others were saved by another boat.

Three stewardesses looked after the wounded with the utmost care. All night long the Tourist Stewardess tended the injured Quartermaster.

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

Captain George Dennant Simpson, Master, s.s. "Egba" (Elder Dempster Shipping Company Limited, Liverpool).

*Awarded the Medal of the Civil Division of the Most Excellent Order of the British Empire, for Meritorious Service:—*

Henry Calcott, Gunlayer, s.s. "Egba" (Elder Dempster Shipping Company Limited, Liverpool).

S.S. "Egba" is armed with one 4" gun. She had no cargo or passengers. Her crew was 52. She was zigzagging at about 10 knots in clear weather and a smooth sea, when soon after daybreak a large enemy submarine was sighted chasing her on the surface at high speed. "Egba" sent out a wireless message and continued zigzagging. After about half-an-hour the enemy opened fire at about 10,000 yards, without a warning shot. She fired five rounds in some 20 minutes. None of them reached its mark: "Egba" used five smoke floats, which seemed to hamper the enemy. She hoisted her ensign and opened fire at about 7,000 yards. Five rounds in all were fired, the first three in about 30 seconds; the third detonated on the submarine. As a result the submarine dived at once and took no further action. The crew of "Egba" behaved very well and not one of them was hit.

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

Captain Alexander Fotheringham Cargill, Master, s.s. "Gowrie" (Dundee, Perth and London Shipping Company Limited, Dundee).

S.S. "Gowrie" was unarmed. In the middle of the morning, when three miles