



SECOND SUPPLEMENT

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FRIDAY, 26 JULY, 1940

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.
26th July, 1940.

The KING has been graciously pleased to give orders for the undermentioned appointments to the Fourth and Fifth Classes of the Most Excellent Order of the British Empire, for the following Awards of the Medal of the said Most Excellent Order, for Meritorious Service, and for the publication in the London Gazette of the names of Officers and Men of the Merchant Navy shown below as having received an expression of commendation for their good services.

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

Captain William Reid, Master, s.s. "Blackheath" (Messrs. Watts, Watts and Company, Ltd., London).

Captain Reid showed courage, resource and fine seamanship in operations on the Norwegian coast, when s.s. "Blackheath" was employed as store carrier for the military force operating from Namsos.

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

Elliot Allard, Gunlayer, s.s. "City of Brussels" (Brussels Steamship Company Ltd., London).

Commended:—

Captain Thomas Neilson Murray, Master,
A. W. Sinclair, Esq., Chief Officer,
Alec MacDonald, Esq., 2nd Officer,
Joseph Gallacher, Fireman,
Frederick Charles Webster, Fireman.

s. s. "City of Brussels" (Brussels Steamship Company Ltd., London).

S.S. "City of Brussels" was armed with a Lewis gun and a 12-pounder H.A. gun. After unloading cargo at Brussels she was attacked, at evening, by two enemy aircraft. Allard at once opened fire with the 12-pounder. The very first shot, bursting between the two machines, caused one of the aircraft to shoot up into the air and then to fall to the ground. The second aircraft, obviously damaged, rapidly lost height and was reported by several villagers also to have fallen. In this gallant action the gunlayer was ably supported by his loaders, Firemen Webster and Gallacher; the Master, the Chief and the Second Officers, by their unflinching courage and confidence during the attack, inspired the whole crew of the vessel.

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

Captain John Short Pinkney, Master, s.s. "Fylingdale" (Rowland and Marwood's Steamship Company, Ltd., Whitby).

When Germany invaded Norway, "Fylingdale" and other British ships were ordered by the Admiralty to proceed to sea at once without escort. Captain Pinkney showed great enterprise, determination and skill in guiding an unescorted convoy of about forty ships safely through Norwegian waters.

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

Captain Robert Campbell Watson, Master, s.s. "Mavis" (General Steam Navigation Company Ltd., London).

Commended:—

Henry George Waugh, Esq., Chief Officer,	} s.s. "Mavis" (General Steam Navigation Company Ltd., London).
Sidney James Gill, Esq., (deceased) 2nd Mate,	
Alfred Stanley Dawson, Esq., Chief Engineer,	
George Frederick Smith, Donkeyman,	
John Richard Woodhouse, (deceased) Able Seaman,	
William Frederick George Strawbridge, (deceased) Able Seaman,	
Lord John Thomas Lazenby, (deceased) Gunner.	

S.S. "Mavis", armed with a 12-pounder H.A. and a Lewis gun, was attacked continuously by enemy bombers. A delayed action bomb shattered the ship, but the bomber, who came within close range, appeared to be struck by one of "Mavis's" shells and flew off emitting a trail of smoke. The bomb had brought the ship to a standstill and the crew took to the boats, under fire from another aeroplane. Some hours later, seeing that the ship was still afloat, the crew boarded her again, and, finding eight feet of water in the engine-room, anchored her. Continuous bombing and machine-gun attacks followed, with the result that the lifeboat with six men broke adrift, thus leaving only six of the crew on board, with two rafts. Then came further bombing, during which the Captain, with the remaining five men, took to a raft. They were picked up and landed by a French Patrol Vessel in France, where the Captain secured a tug and set out towards his ship to try and save her. Before the tug had proceeded far, she blew up on a magnetic mine, four of her crew of five becoming casualties. "Mavis" herself was reported to have sunk shortly afterwards. In the most trying circumstances the Captain and the whole ship's crew had behaved throughout most gallantly.

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

Captain William Quirk, Master, s.s. "Northern Coast" (Coast Lines Limited, Liverpool).

Commended:—

David Flack, Esq., 2nd Officer,	} s.s. "Northern Coast" (Coast Lines Limited, Liverpool).
Henry William Donald, Gunner.	

S.S. "Northern Coast", a vessel of 1,200 tons, was attacked by enemy aircraft on two occasions.

On the first occasion the aircraft flew over the ship five times, machine-gunning and dropping bombs from a height of a few hundred feet. Two shells from the H.A. gun burst close to the aircraft and it was certainly hit by Lewis gun bullets.

During the final attack, one bomb made a hole through the hull below the waterline, but did not explode, and another hit the deck, blowing the winch overboard, destroying the bridge and scattering glass everywhere. The aircraft was then attacked by one of our fighters and driven off, with its under-carriage down and smoke and oil pouring from it. The ship's crew extinguished a fire which had been started and worked the ship safely back to port, the Engineers remaining at their posts in spite of the ship leaking badly.

The second time the ship was attacked by an aircraft flying at 1,000 to 2,000 feet, which made three approaches, dropping four bombs on each occasion. Although no direct hits were suffered, near misses wrecked nearly all the repairs which had been carried out after the first attack. There were fifty-two holes along the starboard side of the hull. The ship again engaged the aircraft with the H.A. gun and the Lewis gun and bullets were seen to enter it.

On both occasions Captain Quirk, the Officers and all the crew behaved with the greatest courage and coolness under most trying conditions.

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

Captain Richard Thomas, Master, s.s. "Worhttown" (Comben, Longstaff & Company Ltd., London).

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

Francis Victor Yates, Gunner	} s.s. "Worhttown" (Comben, Longstaff & Company Ltd., London)
William Hudson Jensen, Gunlayer	

"Worhttown" was armed with a 12-pounder Bren and with a Lewis gun. Loaded with Army Stores for Boulogne and Dunkerque she reached Boulogne and began discharging under heavy shell fire. To save her cargo, the Master cast off and put out to sea. In the Channel two Heinkels attacked, one swooping very low. This latter machine-gunlayer Jensen shot down and it fell close to "Worhttown". Though bombed, the vessel was brought alongside the quay at Dunkerque. For four days, there were incessant bombing raids and Captain Thomas's ship was hit, set on fire, and sunk. All day long Jensen and Yates stuck to their guns. "Worhttown" being sunk, the Master—for transit in whose ship 350 British troops had been waiting in a dug-out on the quay—waited for nightfall, then went to the dug-out and led these troops to Malo sands four miles away. There they scattered and awaited daylight, being machine-gunned without cease.

Next morning in single file they regained Dunkerque pier, and were taken aboard and landed in England by a Destroyer. Captain Thomas behaved with fine gallantry and determination, both in his ship and ashore. The gunners served their guns unflinchingly throughout day-long bombing and machine-gun attacks, and brought down one of the enemy.

COMMENDATIONS:—

Those named below have been brought to notice for good services when their ships encountered enemy submarines, aircraft or mines:—

- | | |
|---|---|
| Captain William James }
Calderwood, Master }
B. Potter, Donkeyman } | m/v "Cedarbank"
(Andrew Weir &
Company, London) |
| W. Copeland, Fireman and Trimmer, s.s.
"Chevy Chase" (The Hill Steam Shipping
Company Ltd., Newcastle-on-Tyne). | |
| William Brawn, Esq., }
Chief Officer }
Bernard John Duval, }
Esq., Cadet } | s.s. "Domala"
(British India Steam
Navigation Com-
pany Ltd., London) |
| Dennis N. Harvey, }
Seaman }
Arthur Gott, Seaman } | s.s. "Laurieston"
(Ravelston Steam
Shipping Company
Ltd., Grangemouth) |

- Captain Charles Knight Evans, Master, s.s.
"North Cornwall" (Hugh Roberts & Son,
Newcastle-on-Tyne).
- Captain Thomas Prince (deceased), Master, s.s.
"Otterpool" (Sir R. Ropner & Company,
West Hartlepool).
- Godfrey Storm Frank, Esq., Cadet, m/v
"Pacific Reliance" (Norfolk & North
American Steamship Company Ltd.,
London).
- Ivor Holloway, Coxswain, Poole Pilot Service
Motor Boat.
- Charles Golding, Gunner, m/v "Rosedene"
(Messrs. T. G. Irving & Company, Sunder-
land).
- George McArthur, Esq., Third Officer, s.s.
"San Tiburcio" (Eagle Oil & Shipping
Company Ltd., London).
- | | |
|---|--|
| Captain Archie Norman }
Lough, Master }
Hubert Sidney Law, }
Esq., Chief Engineer }
Sydney Parcell, Esq., }
1st Wireless Officer } | s.s. "Scottish
American"
(Tankers Ltd.,
London) |
|---|--|
- Captain Hugh Thompson, Master, s.s.
"Swainby" (Sir R. Ropner & Company,
West Hartlepool).

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