



# SUPPLEMENT TO The London Gazette

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## CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St James's Palace S W 1  
23rd August 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 personnel of the Merchant Navy specially shown below as having received an expression of commendation for their good services

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

Captain Rowland Morris Woolfenden Master  
s s Abukir (Ministry of Shipping and  
General Steam Navigation Company Ltd  
London)

*Commended —*

Vere Patrick Wills Rust Second Officer s s  
Abukir (Ministry of Shipping and  
General Steam Navigation Company Ltd  
London)

Abukir took Army stores to Ostend on her way back to England she embarked over 200 passengers including 40 to 50 women some children and 6 priests She was crowded to capacity Her best speed was 8 knots She carried one Lewis Gun For an hour and a half she was bombed incessantly from the air but was not hit At 11.15 a.m. the next day she was attacked by a U boat one torpedo passing just ahead and

another just astern of her She zig zagged but after 20 minutes the enemy was seen on her port bow Her master tried to ram the submarine Abukir however was too slow and the second of two torpedoes then fired hit her amidships She burst into flames broke in two and sank in less than a minute The Second Officer was on the bridge He was pinned down by concrete slabs (set up to protect the bridge from machine gun fire) He went down with the ship which settled on the bottom heeling over This heel dislodged the slabs and he managed to reach the surface The Germans were then machine gunning with the aid of a searchlight beam the mass of survivors in the water Very many were killed including the Chief Officer A British Destroyer picked up the few survivors some six hours later

Both the Captain and the Second Officer undismayed by bombing when in Ostend and on the way back showed the utmost courage and resolute offensive spirit against the submarine

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

Captain Francis Stanley Jackson Butcher  
Master s s Balteako (Anglo-Latvian  
Shipping Company Ltd London)

*Commended —*

Robert George Towns Esq Chief Engineer  
s s Balteako (Anglo-Latvian Shipping  
Company Ltd London)

Balteako carrying stores under Admiralty charter reached Harstad in Norway

She was subjected to frequent bombing attacks, culminating in a heavy salvo of bombs. Her whole superstructure amidships was damaged and distorted, and she was holed near the waterline in 36 places. Her Master beached her and the Chief Engineer plugged the holes. As she was lying at a steep angle she was moved to a more level beach and more lasting repairs were effected. Finally, with the assistance of one of H.M.'s trawlers, she was refloated and brought safe home.

The enterprise and readiness of her Master and Chief Engineer saved the ship.

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

John Alexander Smith, Assistant Steward, s.s. "Balteako" (Anglo-Latvian Shipping Company, Ltd., London).

During an air raid on Harstad, near Narvik, a splinter of a bomb hit the bowman of H.M.S. "Delight's" motor-boat, which was alongside "Balteako" drawing provisions. Being holed, "Balteako" was beached and the motor-boat went adrift. J. A. Smith and a naval rating lowered themselves by a rope into a skiff. Although the raid was still in progress, they managed to reach the motor-boat before the skiff, which was also damaged, sank. The attempt at rescue was made against the advice of "Balteako's" Officers. Unfortunately, the man they were trying to help was found to be dead.

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

Alexander Ballantyne, Esq., Chief Engineer, Oiler "Broomdale" (Admiralty).

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

William John Littledale, Esq., Second Engineer.	} Oiler "Broomdale" (Admiralty)
William Herbert Victor Davis, Esq., Second Temporary Engineer.	

Repeated dive bombing attacks holed "Broomdale" and damaged the ship's machinery. She was sinking and in consequence, abandoned, but the three engineers remained on board. They made good the defects despite continued air attacks, pumped out the water and the ship was able to steam to Harstad. Here she had to remain some days to repair machinery and await a home-going convoy. During this period further attacks were made on her.

It was entirely due to the courage and ability of the engineers of "Broomdale" that the ship ever left Norwegian waters.

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

David Patrick Horndon Klasen, Esq., Chief Officer, s.s. "Dundrum Castle" (Union Castle Mail Steamship Company, Ltd., London).

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

William Gardiner Shannon, Esq., Second Officer, s.s. "Dundrum Castle" (Union Castle Mail Steamship Company, Ltd., London).

When H.M. Troopship "Lancastria" was sunk by enemy aircraft off St. Nazaire, fine work was done by "Dundrum Castle's" two lifeboats, under Chief Officer D. P. Klasen and Second Officer W. G. Shannon. They rescued over 120 men. Oil on the surface of the water made rescue work very dangerous, but these two Officers made repeated trips with survivors of "Lancastria" to ferry boats which were standing by. After these gallant and successful efforts, "Dundrum Castle's" boats were the last to leave the scene.

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

William Pybus, Second Engineer, m/v "Kingfisher" (General Steam Navigation Company, Ltd., London).

"Kingfisher" was torpedoed and began to sink, well down by the head and listing to port. The Master mustered the men and had the port lifeboat lowered. It was then found that two of the crew were missing. One was known to have been killed, but the other was not accounted for. Pybus volunteered to go and search for him. He took a torch from the lifeboat, forced his way to the forepart of the bridge deck and found the man unconscious in his bunk. He was badly cut about the head, but Pybus got him away safely. The man owed his life entirely to this brave act. When Pybus made his search "Kingfisher's" decks were awash and the two men went straight from the rail into the boat. "Kingfisher" sank just as the boat pulled away from her.

*Commendations:—*

The individuals named below have been brought to notice for good services when their ship encountered enemy aircraft.

Captain Thomas	} s.s. "Clan Ross" (British and South American Steam Navigation Com- pany, Ltd., London).
William Inman, Master;	
Harold Webb.	
D. W. Lewry, Gunner; Albert Wardman, Gunner.	

#### LONDON

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