



SUPPLEMENT

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**CENTRAL CHANCERY OF THE
ORDERS OF KNIGHTHOOD.**

St. James's Palace, S.W. 1.

13th December, 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 George Medal and 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 and others specially shown below as having received an expression of commendation for their brave conduct:—

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

Captain Lombe Atthill, Master.

Captain Atthill showed great initiative, imagination and resource during operations in Greek waters. When attacked by enemy aircraft he replied with anti-aircraft fire, and drove off the enemy whose bombs caused only minor damage.

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

Captain Peter Booth Clarke, Master, M/V. "Sussex" (New Zealand Shipping Company, Ltd., London).

Awarded the George Medal:—

Frederick Trundley, Assistant Steward, M/V. "Sussex" (New Zealand Shipping Company, Ltd., London).

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

Peter Patrick Croxford, Ordinary Seaman, M/V. "Sussex" (New Zealand Shipping Company, Ltd., London).

Captain Clarke's ship was attacked by a large German aircraft and was hit by two bombs. One wrecked the funnel, wireless, bridge, chartroom, compasses and chronometers, the other started a fire in the wool cargo on the Shelter Deck. The aircraft which had also opened fire with a machine-gun then signalled "Stop" but this was ignored. Thereafter accurate fire from the ship's gun kept the enemy at a distance, and though he made three more attempts to attack he never came nearer than one mile, and in the end flew away.

All hands, except the gun's crew, were set to fight the fire. On the Shelter Deck between No. 1 and 2 hatches was a wooden locker containing 40 tons of cordite. There was danger that the fire would spread from No. 2 hatch to the cordite and blow out the ship's side, so that all efforts were concentrated on keeping the cordite wet. In carrying out this duty the Assistant Steward Trundley climbed right on top of the locker, although he well knew the danger, and cheerfully remained there directing the hose.

After about six hours these fires were extinguished. Ordinary Seaman Croxford, though badly burned and wounded by a machine-gun bullet, refused to leave his station at the gun.

The whole crew behaved excellently, and in spite of the wrecking of all navigational instruments and thick weather the Master brought his ship to port.

Captain Clarke's defiant resolve, the good use of the H/A gun, and the fine organisation and spirit of his crew cheated the enemy of what might have been an easy prey and saved a very valuable ship and cargo.

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

Captain Tom Valentine Frank, Master.

David Rankin Pow, Esq., Chief Engineer.

Captain Frank volunteered to enter a port which was mined and when air attacks were expected, to embark troops and stores. All night long he fought off enemy bombing attacks. One aircraft was damaged, and when last seen she was side-slipping and losing height. Captain Frank, ably supported by Chief Engineer Pow and the Engine Room Staff, brought his ship safe to this country.

Captain Victor Alfred Richard Jury, Master.

Captain Jury's ship was attacked by a Heinkel and machine-gunned. Diving to within 100 feet, the enemy then dropped a bomb which killed one of the crew and started a fire. The cargo was highly inflammable but Captain Jury, with great courage and resource, saved not only his ship but the lives of all of her crew and the fire was mastered in forty minutes.

Donald Kerr, Esq., Chief Officer.

When the ship was shelled at point-blank range by a submarine, a number of men including the Master were killed or injured by splinters. The Radio Officer sent out all messages and refused to leave his post until he had confirmation that they had been received. He was killed by a shell. The port lifeboat was blown out of its davits but Chief Officer Kerr got the starboard lifeboat away and the rest of the crew, except the third Engineer and one man, jumped. The Chief Officer stayed behind to see these two men leave and threw over a gangway to help them. He was then pulled into the water by the suction from a shell and was not picked up until some two hours later. He showed great coolness and courage throughout.

Captain Charles Parry, Master.

John Jenner Simmons, Esq., Chief Engineer.

Captain Parry's ship was torpedoed aft, and boats were lowered and the ship abandoned. Leaving two boats to stand by the ship, the Master, in a third boat which was not so crowded, searched for and rescued two of the crew. As it was then seen that the

ship was not sinking, the Master, the Chief Engineer and volunteers returned on board and restarted the machinery. The vessel was then taken in tow. Towards midnight the wind rose to a gale and the tow parted. The Chief Engineer, single-handed, raised steam and the ship was in the end handed over to salvage tugs. The saving of the ship was only made possible through the dogged refusal of these officers to abandon what often seemed a hopeless task.

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

James Brown Bell, Esq., Second Engineer.

Awarded the Medal of the Civil Division of the Most Excellent Order of the British Empire:—

Nicholas Kiely, Able Seaman.

When enemy aircraft attacked this officer's ship, ten of the crew were killed and three injured. The Master was seriously wounded on the bridge and the ship was ablaze from stem to stern. Second Engineer Bell took command and broached the ship to, hoping then to quench the fire.

He zig-zagged to avoid the bombs but the attack was too close and sustained for him to escape and the ship began to sink. Bell cut the rafts adrift, lowered the damaged but seaworthy lifeboats and, although the vessel was settling fast, got the Master and Second Mate aboard, a dangerous duty bravely done. A violent explosion then threw everyone into the water and blew the boats to pieces. Helped by Able Seaman Kiely, the Second Engineer took a raft and rescued everyone whom he could see, including the Master and Second Mate. Both these officers died of their injuries later. After two hours the survivors were picked up and landed.

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

Francis Samuel Grant, Esq., Second Engineer.

When his ship was torpedoed, Second Engineer Grant remained in the engine room carrying out the Master's orders. A second explosion blew away the main deck and bridge deck superstructure on the port side. Amidships the vessel became a mass of twisted metal. Though the engines were kept at full speed, the midship portion of the vessel fell in rapidly and bow and stern rose at the same time.

Mr. Grant left the engine room only when it was impossible for him to stand upright and when the ship lost speed and stopped. The remaining boats were manned and pulled clear. The Second Engineer lowered the port lifeboat single-handed and throughout showed great gallantry and devotion to duty.

COMMENDATIONS :—

The individuals named below have been brought to notice for brave conduct when their ships encountered enemy submarines, aircraft or mines.

John Hay Anderson, Esq., Chief Engineer, M/V.
"Sussex".

Geoffrey Tasman Barker, Esq. (deceased),
Wireless Operator.

Leonard Cann, Esq., Chief Officer, M/V.
"Sussex."

Rowland Daniels, Esq., Chief Officer.

C. H. Dawson, Esq., Chief Engineer.

Captain William Donkin, Master.

Robert John Edgar, Gunner.

Reginald Frank Edwards, Gunlayer.

Captain Edward Gill, Master.

Francis Hobson (deceased), Gunlayer.

Joseph Lois, Gunner.

Miss Mary Maloney, Staff Nurse, Passenger.

L. Miller, Esq., 5th Engineer.

James O'Kane, Esq., Third Officer.

Cecil Herbert Olivant, Able Seaman.

William Patton, Able Seaman.

Captain John Short Pinkney, O.B.E., Master.

Kenneth William Robinson, Esq., 2nd Radio
Officer.

Captain Robert Henry Robinson, Master.

Eric Lockhart Seaton, Apprentice.

Alexander John Edwin Symons, Gunner.

Henry Walter Trenchard, Gunner.

Albert Edward Wall, Gunner, M/V. "Sussex."

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