

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.