



FOURTH SUPPLEMENT

TO

The London Gazette

Of FRIDAY, the 31st of JANUARY, 1941

Published by Authority

Registered as a newspaper

TUESDAY, 4 FEBRUARY, 1941

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
4th February, 1941.*

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 the Medal of the said Most Excellent Order, and for the publication in the London Gazette of the names of Officers and Men of the Merchant Navy specially shown as having received an expression of Commendation for their brave conduct.

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

Captain Sinclair Begg, Master.

Captain Begg's ship was bombed and set on fire. The ship's hose was at once connected up and the fire was tackled. The cargo was highly inflammable and there was danger of the magazine exploding. The Master decided to send off in the boats all the crew except the fire-fighting party.

This party, consisting of himself, his 2nd and 3rd officers, the Carpenter, the Chief

Steward and the Radio Officer, extinguished the fire on deck and then worked on the flames between decks, being helped by an escort vessel. After some hours the fire, though still burning, was under control, the crew were brought back on board and the ship taken in tow and anchored.

By their brave action, under the determined leadership of Captain Begg, the fire-party saved not only the ship but also her valuable cargo.

James Alexander Embley, Esq., Chief Officer.

The ship was torpedoed by a U-boat at midnight. She sank rapidly without sending any messages for help for her wireless apparatus was put out of action. The crew got away in two boats, one in charge of the Captain; the other, under the Chief Officer, ran into increasingly heavy weather and on the second night, with a damaged rudder, had to lower sail, use oil and ride to a sea anchor.

In the morning they rigged a jury rudder and then sailed on with great difficulty for three more days before being rescued.

During the whole voyage, the Chief Officer, who is 57 years old, acted with great courage and showed fine seamanship.

Captain Thomas Kippins, Master.

Captain Kippins' ship was torpedoed at night in the North Atlantic. After making a thorough search to see that none was left behind, the Master took command of No. 2 boat with 26 men. During the night two men were seen in the water and were only rescued with great difficulty. In the heavy seas the boat was almost overturned; four men, thrown overboard, were rescued, but the mast, sails and several oars were lost and the boat was filled to the thwarts. She was righted and two more men were picked up. The sea anchor was lost and all through the night the men had to work at the oars.

Next day, as the sea went down, the tired men made a sail from part of a boat cover and hoisted it, using a boat hook as mast. Several ships were sighted as the boat sailed East, but failed to see her signals.

Thereafter for fourteen days, often in heavy seas, exhausted and running short of water, the boat's crew sailed and rowed in spite of weakness, cold and hardship.

At last the boat's crew was sighted by a merchant vessel and rescued. Throughout this heroic voyage Captain Kippins never faltered: his inspiring courage and fine seamanship heartened his men and brought them to safety after facing for many days what seemed to be certain death.

Captain Olaf Paulsen, Master.

Captain Paulsen's ship, torpedoed at night, took a list to port. The Master at once stopped the engines and got his damaged vessel on an even keel. Restarting her engines Captain Paulsen continued the voyage at reduced speed.

Kept afloat by her cargo and by the trimming of her after-tanks and pumping, the vessel was nearing the coast when she was bombed and machine-gunned by an enemy aircraft, which was driven off by her anti-aircraft defence, and the fire of the escort vessel.

The ship reached port and anchored.

The undaunted spirit shown by Captain Paulsen and the good seamanship with which he kept her going saved his vessel and her cargo.

Captain Thomas Oswald Wright, Master.

The vessel had her steering gear damaged by an under-water explosion.

Having no emergency control on deck, the Master, Captain Wright, at once went forward and dropped anchor.

The Master ordered all but seven of his crew into the boats and later decided that four of the party could be dispensed with.

All seven volunteered to stay, so he selected three. With a fire raging there was danger of the magazine exploding.

On the arrival of two tugs, the vessel was towed towards the land and beached and the Captain and his four men were landed.

Captain Wright showed great courage and presence of mind in staying aboard his burning and shattered ship and making every effort to save her, and he was ably seconded by the Chief Officer, the Boatswain and an Able Seaman who refused to leave their vessel until she had been beached.

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

Charles Pollard, Esq., Chief Officer, s.s. San Demetrio.

Arthur Godfrey Naunton Hawkins, Esq., Second Officer, s.s. San Demetrio.

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

George Pears Willey, Esq., Third Engineer, s.s. San Demetrio.

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

Walter Fletcher, Boatswain, s.s. San Demetrio.

Oliver Preston, Sailor, s.s. San Demetrio.

John Davies, Storekeeper, s.s. San Demetrio.

The ship, hit by a raider and abandoned, was seen to burst into flames. One boat was never seen again. The other boat containing 16 men lay to a sea anchor through the night as a heavy gale had sprung up. The next afternoon they came up to the vessel and found her to be still burning furiously, and the Second Officer decided to lay to till the morning in the hope that the fire might by then have abated. At daybreak the ship was out of sight, but they cruised under sail and, seeing her six hours later, boarded her. In doing so they lost their only boat.

The stern of the vessel was still ablaze and they tried to put out the fire. The Chief and Third Engineers, the Storekeeper and one Greaser went below to see if the engines could be started. They found the port boiler useless and at once started to repair it.

She was still smouldering amidships, and all the metal work was red hot. The deck was covered with petrol but although some of the structure was white hot it had not caught fire, and most of the cargo of petrol was intact. The fore part of the crew's quarters was still in flames, but after a hard fight the fire was put out. Some hours later there was enough pressure in the boiler to work the dynamos and pumps. The auxiliary steering gear was repaired and next morning the engines were put ahead.

There was a full gale and heavy seas, in which the vessel rolled badly, being down by the head. At every roll petrol gushed up on deck as the petrol tanks were holed. One tank was empty so the Chief Engineer and the apprentices went down to the pump room, which was full of gas, and petrol was run from another tank. This gave her a starboard list but lifted her head. After that she rode better and shipped less water. During a slight lull four Able Seamen were put to plugging the holes in the petrol tanks. One was Sailor Preston, and although he was up to his neck in water his cheerfulness was catching.

The ship had no compass that would work and was steered by the wake and wind. Land

was not sighted for six days. Later, help was sent, the fore-castle was patched and the vessel guided into port.

The ship with most of her cargo of gasoline was saved.

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

Captain Francis Cecil Pretty, D.S.C., Master.
Andrew Drummond, Esq., Chief Engineer.

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

Joseph Isaac Jesse, Esq., Chief Steward.

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

George Frater, Carpenter.
L. Dabner, Able Seaman.

A vessel was struck by bombs when in convoy. The steering gear being completely destroyed, steering had to be done by main engines, the difficulties being increased by the fact that a heavy sea was running. Fires broke out in several places.

The Master, Captain Pretty, dealt most promptly and efficiently with the damage, and handled his ship very well, maintaining an accurate course at a speed of only one knot less than her maximum, thus contributing very largely to the safe arrival of the convoy at its destination.

The Chief Engineer, Mr. Drummond, by his prompt and efficient supervision in the engine room and stokehold, prevented the serious consequences which might otherwise have attended a dangerous leak in the ship's side caused by the bombs. The Chief Steward, Mr. Jesse, did excellent work, and pending the transfer to the vessel of a Medical Officer he at once took charge of the wounded and gave sound first aid.

The Chief Engineer was ably assisted by Carpenter Frater in putting out the fire in the crew's quarters. Although badly burned and with his right ankle broken, Able Seaman Dabner threw overboard High Explosive shells which would otherwise have fallen into the fire.

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

Captain Owen Vincent Jones, Master.

Awarded the George Medal:—

James Ryan, First Mate.

The ship was attacked by an enemy aircraft, which came upon her from astern, circled round and three times attacked her from ahead.

Mr. Ryan, at his gun, held his fire until the last moment and brought down the aircraft.

Meanwhile, the Master, Captain Jones, out-maneuvred the enemy, and his good seamanship undoubtedly helped to save the ship.

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

David Gold Davies, Esq., Mate.

This ship was attacked at night by an enemy aircraft which machine-gunned the deck and shook the ship heavily with a bomb which fell alongside.

The crew took cover, the Master went to the bridge, and the Mate, Mr. Davies, manned the machine-gun.

Though under heavy fire when the enemy attacked again, and badly shaken, Mr. Davies handled his gun steadily. His tracer bullets were seen to hit the fore end of the aircraft, which flew away, probably crippled.

The ship reached port under her own steam.

David Benjamin John Morris, Esq., 4th Engineer.

The ship was damaged by a bomb from an enemy aircraft. The engine room was flooded to water level, and the ship settled by the stern. All hands took to the boats, but as the ship seemed to be settling only slowly it was decided to try to tow her to port. Another ship which was close by rigged a tow, and though the water was gaining in spite of the pumps the ship was in due course grounded.

Mr. D. B. Morris, the 4th Engineer, showed great bravery when the explosion occurred. He was on duty in the engine room and though cut on the forehead by a flying rivet he stopped the engines and brought his firemen up the ladder. When one of them fell he went to his rescue and with water almost up to his neck tried to drag him to the ladder. He failed, for the swirl proved too strong, and the man was afterwards found to have been killed by the explosion.

Captain John Robert Reid Wilson, Master.

Captain Wilson's ship escaped an enemy attack which damaged other vessels.

Captain Wilson, in spite of the fact that several enemy E-boats were known to be about, stopped his ship, lowered one of his boats and spent over an hour and a half in rescuing survivors.

Later, the ship was struck and there was a heavy explosion, but she settled down with only a slight list and, with engines running, was able to proceed to port.

Awarded the George Medal:—

Sydney Herbert Light, Able Seaman.

Seaman Light's ship was torpedoed at night. One boat was swamped in lowering, with the result that all hands except Able Seaman Light and a Greaser were thrown out. Light released the forward fall, and with the Greaser holding the boat off eight other men were got aboard. The boat then drifted away from the sinking ship. As she lay broadside on the seas swept over her and daylight found her still afloat, but awash and with her crew worn out with baling.

Able Seaman Light, who had taken charge, stepped the mast and set sail. Some ships were sighted, but they failed to see the

boat. Heavy rain squalls caused the exhausted crew great hardship. Seaman Light kept his men in heart and they sailed on until a lifeboat was sighted with no oars, sails or any sign of life except a canvas tent amidships. This boat was found to have sixteen men from a torpedoed merchant ship on board. Seaman Light towed the derelict boat in spite of rising seas and wind, which made it necessary to bale the whole time. They sighted an unknown rocky shore, and decided to lie off till daylight, but the boats were driven out to sea again. In a dead calm the men rowed all day till they were worn out.

In the towed boat men were giving up, and Seaman Light went over into it and himself massaged two men and gave them his stockings, and dressed their wounds. Later, in his own boat again, he massaged a deck boy who was in great pain, and bound up his feet with blanket strips. Provisions and water were placed in the towed boat and later the wind rose again. After ten days of privation, weariness and danger they sighted a British ship. She answered a flare from the boat and came to the rescue. In a steep sea the exhausted crews were with difficulty transferred to the steamer, where every care was given to them.

Seaman Light's courage, leadership, self-sacrifice and stout heart thus saved not only his own crew but the sixteen men whose boat he had towed and tended so well. This fine seaman kept a log of the whole voyage.

Captain Richard Townshend Payne.

Captain Payne's ship was torpedoed at night and sank in fifteen minutes. With a high sea running and her deck littered with fragments, it was difficult to launch the boats. Captain Payne remained on board till he was satisfied that two boats were away and that four men whom he had seen in the water had been picked up. Just as his vessel sank he jumped into the starboard boat, and in so doing he injured his ankle. After pulling over to the other boat and finding that her crew were all right, he lay to for the night in the hope that a rescue ship might come. As none appeared he decided to try and reach the coast, several hundred miles away. Putting his crew of 16—most of them scantily clothed—on a daily ration of three dry biscuits and a dipper of water each, he set sail in a high sea with heavy rain and a strong westerly wind, his only navigational instrument being the boat compass.

Though they had to bale the whole time, they ran well before the wind until it died away, and they took to the oars. The wind rose later to a sou'-westerly gale and again they ran for it. After six days the fresh water gave out and the men were too weak to eat the dry biscuit. On the eighth day they sighted a ship which took the weary men on board and towed the boat to port. Ten of the crew were taken to hospital—among them Captain Payne—and the rest were cared for in the Sailors' Home.

Captain Payne's good seamanship, stout heart and fine example saved the lives of all in the boat.

He praised his men's behaviour, and it is clear that he himself was fully trusted and obeyed.

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

R. Cameron, Able Seaman, Gunner.

In a full gale, the ship pitching and labouring in heavy seas, the ammunition locker head broke loose, took charge, and was washed against the after rail. It could not be relashed, and the Master gave orders to open the locker and throw the contents overboard.

Able Seaman Cameron readily obeyed, and insisting that the task was his alone, refused all help. With great difficulty and at grave risk of his life, he threw the contents of the ammunition locker overboard.

Thus by the courageous action of her gunner neither the ship nor any member of her crew was hurt.

Commendations:—

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

Captain Ernest Victor Bishop, Master.

John Boyle (deceased), Greaser, s.s. San Demetrio.

Captain John Croumbie Brown, Master.

Robert Brown, Esq., Chief Steward.

Edward Russell Campbell, Esq. (deceased), Assistant Radio Officer.

Captain Charles Albert Carter, Master.

Captain James Chadwick, Master.

William Charles Chadgey, Gunner.

G. Elcock, Esq., 3rd Mate.

William Elston, Esq., 3rd Officer.

Max Reginald Gerard, Esq. (deceased), Radio Officer.

Walter Henderson Gillespie, Esq., 1st Radio Officer.

Alexander Goodlad, Esq., 2nd Officer.

William Hamilton Grisewood, Esq., Chief Officer.

James Gudmunsen, Boatswain.

Harry Alex Hazeel, Esq., Chief Officer.

Captain Andrew Hood, Master.

Captain T. H. Irvin, Master.

John Maclean, Esq., 3rd Officer.

John Madle, Gunner.

Vernon Matchett, Able Seaman.

Andrew McLellan, Ship's Laundry Boy.

William George James Monk, Able Seaman.

Cornelius Webster Oliver, Esq., Chief Officer.

Captain Herbert Percival, Master.

A. Rankine, Esq., Chief Engineer.

Theodore Williamson Robertson, Ship's Carpenter.

James Arnott Signey, Esq., 3rd Engineer.

James Manson Stewart, Ship's Baker.

John Storm, Esq., Chief Officer.

George Suddaby, Seaman.

Noel Aidan Thomas, Esq., Chief Officer.

Captain George William Thompson, Master.

Captain Gilbert Thompson, Master.

John Wiggins, Ship's Laundry Boy.
 Captain Robert Swalwell Wilkinson, Master.
 Kikutaro Yamada, Captain's Steward.

Medal of the Civil Division of the Most
 Excellent Order of the British Empire.

CENTRAL CHANCERY OF THE ORDERS
 OF KNIGHTHOOD.

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

January, 1941.

The KING has been graciously pleased to
 give orders for the following award of the

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

Abdis M. Bangool, Civilian Second Class Inter-
 preter.

Abdis M. Bangool showed great coolness
 and resource when an Italian Submarine
 was sunk by one of H.M. Ships.

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:

York House, Kingsway, London, W.C.2; 120 George Street, Edinburgh 2;

26 York Street, Manchester 1; 1 St. Andrew's Crescent, Cardiff;

80 Chichester Street, Belfast;

or through any bookseller

1941

Price Sixpence net

S.O. Code No. 65-35064

