

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

Captain Norman John Williams, Master.

This officer has behaved with conspicuous courage in handling his ship under fire and in dealing with urgent work.

Throughout the war he has carried out his duties with exceptional courage and reliability.

Captain James Walker, Master (since deceased).

In continuous service since very early in the war, Captain Walker's ship has saved many lives. Her Master and crew have gone to sea with unflinching readiness and despatch. When Captain Walker suffered from concussion after a fall he refused to give in until ordered to go sick by his owners.

Captain John Joseph Edgar Woolnough, Master.

When his ship was mined and sunk Captain Woolnough's leadership and presence of mind in extreme stress and danger were an inspiring example to his Officers and men. From the beginning of the war, both as Master and earlier as First Officer, he has shown courage, zeal and enterprise in most dangerous conditions.

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

Harry John George, Seaman.

When his ship was attacked by enemy aircraft Seaman George remained at his post in spite of repeated attacks by bombs and machine-gun fire. His reliability and devotion to duty gave the Master the greatest help.

John Lewis Jones, Apprentice, s.s. "San Demetrio" (Eagle Oil and Shipping Company Ltd., London).

The ship was hit by a raider and abandoned, and was seen to burst into flames. One boat was lost. The other boat, containing 16 men, lay to a sea anchor through the night as a heavy gale had sprung up. The next day they came up to the ship and found her still burning furiously.

She was boarded and after a hard fight the fires were extinguished and the engines put ahead. The services rendered by Apprentice Jones in helping to navigate the vessel were particularly praiseworthy.

He kept alternate watches and was of the utmost help when navigating the vessel without books, instruments, charts or compasses. He showed spirit and courage throughout. He immediately volunteered to go down to the pump room with the Chief Engineer and open the valves although it was full of gas. In every other way he proved willing and resourceful and showed himself to be an admirable Second in Command.

The ship, with most of her valuable cargo, was brought into port.

William James Rogers, Lamplighter, Light Vessel.

In an air attack on his unarmed ship, he set an example of coolness and courage both during and after the attack, and rallied the spirits of the others.

Albert Joseph Smith, Winch Driver.

During an air raid, and while bombs were still falling close by, Smith mustered a volunteer party, came ashore from his ship and put out a fire caused by an oil bomb. By this action he saved a Wharf premises from being burnt out.

COMMENDATIONS.

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

John Armstrong Clay, Esq., Fourth Engineer.
 Captain Cyril Lionel Doughty, Master.
 Leonard James Dumbridge, Ship's Galley Boy.
 William Freeland, Esq., Chief Engineer.
 Captain David Archibald Gibbins, Master.
 John Glasgow, Esq., Chief Officer.
 Peter Kenneth Hope (deceased), Gunner.
 Loyal Sidney Jones, Boatswain.
 Captain George Edward Norman le Good, Master.
 Ernest James May, Boatswain.
 John Robert Plane (deceased), Extra Seaman.
 Alfred Perrin, Esq., Second Radio Officer.
 Stanley Rogers, Assistant Steward.
 Captain George Albert Sherman, Master.
 Captain Albert Edward Smith (deceased), Master.
 Leonard Arthur Leslie Smith, Seaman.
 Wilfred Ward Stanger, Esq., Chief Officer.
 Captain Charles Thomas Stone, Master.
 Henry Thorne, Boatswain.
 Captain John Faulkner Webster, Master.
 Captain Thomas Harper White, Master.

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