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

*St. James's Palace, S.W.1.
9th July, 1941.*

The KING has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire, for the following awards of the George Medal and the British Empire Medal and for the publication in the London Gazette of the names of Officers and Men of the Merchant Navy 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 Philip Edmund Birch, Master.

The ship went to the help of another which had been torpedoed. While she was rescuing the crew, she was attacked by two submarines. The Master handled his vessel with skill. He used his gun well and one of the submarines was seen to dive suddenly.

On another occasion the ship was machine-gunned and bombed by an enemy aircraft. The Master instantly replied with his gun. The ship was holed and set on fire and the crew were ordered to the boats.

They returned later and, without help, brought the vessel to port.

In both actions the Master showed courage and tenacity.

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

Captain Arthur Patterson, Master.

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

Edgar Stenstrom Anholm, Esq., Second Officer.

Awarded the British Empire Medal (Civil Division):—

Herbert Phythian, Seaman.

Gysbert Fluit, Seaman.

The Master of the vessel returned in the darkness to the scene of an attack on a convoy. Men were dimly seen clinging to rafts. Second Officer Anholm volunteered to take a boat with a crew of two, Seamen Phythian and Fluit, to rescue these men. Seventeen exhausted seamen were picked up and the heavy boat-load was brought back to the ship and the men hauled aboard.

Later the same night the Second Officer helped to save other men when boats were sighted. In all, forty-nine men owe their

lives to the Master's skilful handling of the ship, and to the brave conduct of the Second Officer and his boat's crew.

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

William Skinner, Esq., Chief Engineer.

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

Luigi Francesco Togneri, M.B., Ch.B., Surgeon.

Awarded the British Empire Medal (Civil Division):—

David White, Able Seaman.

Donald Mowat, Electrical Engineer.

The ship was badly damaged by a U-boat, a torpedo struck her abaft the engine-room. The Second Engineer was trapped under a grating, with water rising fast. Chief Engineer Skinner and Electrician Mowat, by the skilful use of crowbars, released the Officer.

The vessel took on a dangerous list to port and the Master ordered all boats to be lowered, manned and pulled clear. He himself remained on board with the Chief Engineer and the ship's Surgeon, Doctor Togneri. These two Officers helped the Master to save the ship. As the weather was moderate and the vessel seemed to be holding her own, a number of Officers and men returned on board, and tried to get her in tow. Able Seaman White, who was the oldest member of the working party, showed special zeal.

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

Captain Charles Albert Bailey, Master.

Awarded the George Medal:—

Percy Donald Jones, Esq., Third Officer.

Awarded the British Empire Medal (Civil Division):—

Edward Canlan, Able Seaman.

The ship was sailing alone when she sighted a submarine on the surface on her starboard beam. The enemy opened fire with two heavy guns and a pom-pom, at about 6,000 yards range, but the ship replied and her shells fell close to the submarine. The Captain fought a spirited action lasting nearly two hours. Third Officer Jones, who was in charge of the gun's crew, was wounded in the head and chest but continued to fire the gun until it was put out of action by a shell. Much damage had already been done to the ship and the bridgehouse and holds were on fire. The Captain gave orders to abandon ship but the submarine went on firing until the vessel sank. Great coolness was also shown by Able Seaman Canlan who was one of the gun's crew.

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

Captain James Bernard McAulay McCafferty, Master.

Awarded the British Empire Medal (Civil Division):—

Alexander Duff, Carpenter.

The ship was attacked by an aircraft. Fire was at once opened and many hits were observed. The ship had been attacked from the air twice before and the Master had the defence very well organised. The enemy dropped bombs, one of which exploded on the after deck, setting the ship on fire and breaking the steering gear. He then flew off. The Master stopped the vessel and the wounded were put into a boat, but when the fire had been put out and it was found that the ship was not leaking, they were brought on board again. Jury steering gear was rigged and the ship was brought to port.

In the three attacks made on the ship by enemy aircraft, Carpenter Duff's bearing was admirable. In the main attack he was a gunner and he made many hits. He showed coolness and courage in rescuing injured men from bombed accommodation and in fighting the fire.

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

Miss Victoria Alexandrina Drummond, Second Engineer.

The ship was attacked for thirty-five minutes by a bomber, when 400 miles from land, but by skilful handling many hits were avoided.

When the alarm was sounded, Miss Drummond at once went below and took charge. The first salvo flung her against the levers and nearly stunned her. When everything had been done to increase the ship's speed she ordered the engine-room and stoke-hold staff out. After one attack the main injection pipe just above her head started a joint and scalding steam rushed out. She nursed this vital pipe through the explosion of each salvo, easing down when the noise of the aircraft told her that bombs were about to fall, and afterwards increasing steam.

Her conduct was an inspiration to the ship's company, and her devotion to duty prevented more serious damage to the vessel.

James Goodall Horner, Esq., Chief Engineer.

The ship struck a mine and was badly damaged. Two tugs came out to tow the ship in as there was a strong ebb. Chief Engineer Horner worked hard to save the ship. He kept his engines running until there was so much water in the engine-room that they stopped.

Norman Nicholson, Esq., Third Officer.

The ship was torpedoed and the crew were ordered to the boats. The sea was rough. Third Officer Nicholson was in charge of one of these boats which was heavily laden. She lay to for three days and

nights. Mr. Nicholson repaired the sea anchor when it parted on the second evening.

It was wholly due to the seamanship, resource and good judgment of the Third Officer that the survivors were rescued.

Awarded the George Medal:—

Edward James Butler, Gunner.

Three times the ship was attacked by low-flying aircraft. She was hit each time by bombs and during the second and worst attack Gunner Butler was blown into the air, but he retained his hold on his gun.

The steam connection was broken, and and much steam was escaping. On the deck several bombs for the Holman projector were lying without pins. The Gunner crawled through the steam and threw the bombs over the side. They exploded before they hit the water. Shortly afterwards, he saw some ammunition lying near the gun without caps and threw that also overboard.

In the last attack, though all guns but one were disabled, the Gunner brought this to bear, firing until the aircraft was out of range. He showed great courage and devotion throughout the action.

Andrew Hunter Johnson, Esq., Chief Engineer.

The ship had a cargo of benzine. She was struck by a torpedo on the port side between two tanks and the spirit shot up to a great height. The Chief Engineer at once went into the engine-room and put out the auxiliary fires. His presence of mind, courage and prompt action saved the benzine from catching alight.

Neale Mitchell, Esq., Second Engineer.

For courage and resource when the ship was attacked by an enemy aircraft.

Awarded the British Empire Medal (Civil Division):—

James Henry Clinton, Gunner.

The ship was attacked four times by a bomber. Guns were at once in action and Clinton fired coolly and accurately all the time the enemy was within range. At the third attack the vessel was hit and the Master was forced to abandon ship at once. Two boats were got away into heavy seas but were separated. One was found by an Escort Vessel. Clinton, in the other boat, did fine work bailing and his cheerfulness and courage helped to keep up the spirits of the boat's crew.

Harry John Mead, Gunlayer.

The ship was attacked by two enemy aircraft with bombs and machine-gun fire. The gun's crew engaged the aircraft and black smoke was seen coming from them. The Chief Officer and two men were wounded. The Gunlayer, Mead, carried the wounded men from the platform and then returned to the gun, where he stayed until the enemy had been driven off and the ship was being abandoned. Mead showed great courage and exemplary coolness at his post.

Donald Birtwistle Moore, Gunlayer.

During an action with enemy aircraft a bomb from the Holman projector landed on the deck. The pin was out, yet the bomb did not explode. Gunlayer Moore at once ran down to the lower deck where it had fallen and threw it overboard and the bomb exploded in the sea. By his coolness and quick action the Gunner prevented loss of life and damage to the ship.

Safar Ali, Engine Room Serang.

Abdul Somodi, Deck Serang.

The ship was torpedoed. It was ultimately necessary to abandon her. This was carried out in good order, mainly owing to the excellent conduct of the Deck and Engine Room Serangs. In the boats both Serangs rowed whenever necessary, advised the men not to ask for water and encouraged them. They behaved as fine leaders and the men followed their good example.

COMMENDATIONS.

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

William Allen, Gunlayer.

Stanley Anderson (deceased), Ordinary Seaman.

Captain Vance Ayles, Master.

Thomas Cecil Barff, Esq., Chief Engineer.

Captain Thomas Bell, Master.

William Frank Bramhill, Esq., Third Officer.

Frederick Albert Chapman, Sailor.

Edward Robertson Clark, Esq., Chief Officer.

Charles Thomas Collett, Esq., Second Officer.

James Crewe, Junior Wireless Operator.

William James Davies, Carpenter.

Arthur Dennis, Esq., Second Radio Officer.

John Gwilym Evans, Esq., Chief Officer.

Captain Robert Thomas Gibson, Master.

Arthur William Gillett, Boatswain.

Alan Graham Gowdy, Esq., Second Officer.

Arthur Charles Eric Green, Esq., Third Officer.

William Gregg, Seaman Gunner.

Captain Alfred William Harrison, Master.

William Hugh Harrison, Esq., Chief Officer.

Wilfred Hosier, Esq., Second Mate.

Duncan Johnston, Able Seaman.

Peter Love, Esq., Chief Officer.

Ernest Roy Lupton, Esq., Third Officer.

John McGregor, Esq., Chief Engineer.

George Robert Mackillican, Esq., Chief Officer.

Captain Septimus Howard Murray (deceased), Master.

Thomas Peel, Gunlayer.

Reginald Radley, Sailor.

George Dick Miller Reid, Esq. (deceased), Chief Officer.

James Robertson, Able Seaman.

Eric Vernon Smith, Gunner.

Russell Story, Esq., Chief Officer.

Arthur Leason Tamlin, Boatswain.

The appointment of Captain James Walker, Master, as Additional Member of the Civil Division of the Most Excellent Order of the British Empire, announced in Gazette No. 35085 of the 25th February, 1941, is dated 7th November, 1940.

Captain Walker was subsequently drowned at sea as a result of enemy action.

The award of the British Empire Medal (Civil Division) to Robert Hilton Percival, Able Seaman, Merchant Navy, announced in Gazette No. 35185 of 10th June, 1941, is dated 7th March, 1941.

Able Seaman Percival was presumed drowned at sea as a result of enemy action.

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