



SUPPLEMENT
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TUESDAY, 29 JULY, 1941

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

*St. James's Palace, S.W.1.
29th 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 Additional Officers of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Alexander Mann Caird, Master.

The ship was attacked by a surface Raider. A shell wrecked the steering gear and the gun. Salvo after salvo hit the ship and the Master signalled that he was abandoning her. This was acknowledged but the firing went on. The Master found the Chief Officer badly wounded and carried him down the ladders from the wheel-house to the main deck and then went back to look for another man. The enemy opened fire with machine guns. Two boats had been got away but the others were shot to pieces. Those left on board launched two rafts and just before

the ship sank jumped overboard and swam to them. One of the rafts overturned but nearly all on it were got on to the other and, after eighteen hours in a rough sea, they were picked up.

Captain Leslie Clair Church, Master.

The ship was torpedoed, caught fire and settled by the head. She was then abandoned, but the Master kept close to her in order to board her again if she did not founder. A Man-of-war took the crew on board but Captain Church at once advised the Commanding Officer of his wish to remain by his ship till he was sure that she could not be saved and, calling for volunteers, he returned to her.

At dawn they boarded the vessel and found that the heavy seas had put out the fire. Steam was raised and the ship brought safe to port. The courage shown in returning, in heavy weather, to a ship laden with oil fuel, on fire and holed, was in the high traditions of the Merchant Navy.

Captain Edward Woolman Rutherford, Master.

Six attacks were made on the ship with bombs, cannon and machine-guns. There was a high sea running and speed was low. When aircraft were first sighted engines were ordered full speed ahead. Guns crews closed up and answered the enemy with vigour.

In the first attack a bomb fell on the deck on the starboard side. The engines stopped

and the steering gear was rendered useless. The ship was fought until the bombers had made off and the Master then ordered his crew to the boats. Several men were wounded and it took two hours in the heavy seas to transfer them to a trawler.

Some hours later Captain Rutherford, two Officers and a volunteer boat's crew returned to the ship to try to save her. The ship was again attacked, more bombs fell. The Master ordered the men away.

The Master's courage and determination were outstanding and he did what he could to save his ship.

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

Edward Wallace Dingle, Esq., Second Officer.

The ship was attacked by a raider and was abandoned. The Second Officer had charge of a boat in which were twenty-six others. He decided that it was better to try to run for it than to be taken on board the enemy ship and every man loyally supported him. They hid in the bottom of the boat during searchlight sweeps by the enemy.

After the escape they had to beat to windward about a thousand miles. The only aids to navigation were a Norries Table and a boat's compass, and for provisions there were twenty-four tins of condensed milk, fifteen gallons of water, with some biscuits.

The Second Officer, by his example and enterprise, was the means of saving twenty-seven officers and men of the Merchant Navy from falling into the hands of the enemy.

Rodrick Mackenzie, Esq., Chief Officer.

The ship was moored during a heavy air raid. Fires which started close to the ship became so fierce that it was imperative to move her as soon as possible.

The Chief Officer ordered steam to be raised and the ship was then moved across the dock. High explosive bombs were falling and started fires on board which were tackled at once. The Chief Officer showed coolness and courage and, under his direction, the crew prevented the fires from spreading and saved the ship from heavy damage.

Awarded the George Medal:—

Norman Watson, Esq., Third Officer.

Awarded the British Empire Medal (Civil Division).

Samuel McEachran, Chief Cook.

For courage and good service when their ship was attacked by enemy aircraft.

Awarded the British Empire Medal (Civil Division):—

Eric Blackburn, Gunner.

The ship was attacked by an enemy aircraft. She at once replied. A second attack was then made with bombs and guns. Blackburn, manning the Lewis gun on the port side, ran over to the starboard side and continued to fire at the enemy. It was due

to his coolness and good aim that the aircraft dived steeply on to the water and burst into flames.

Hector Munro Caroline, Able Seaman.
James Dowie, Able Seaman.
Sydney Carroll, Ordinary Seaman.

For courage and good service when their ship was attacked by enemy aircraft.

Arthur Dunn, Wireless Operator and Deckhand.
Harry Gawne, Deckhand.
John Jones, Deckhand.

(Awards dated 16th August, 1940.)

For gallantry in saving life when the French Destroyer Foudroyant was lost.

William Kerr, Lamp Trimmer.

Four bombers attacked the ship in line astern. The first and third dropped bombs, the second and fourth machine-gunned her. Near misses deluged the vessel and she was hit by many bullets. In a second attack bombs fell close, lifting the ship out of the water.

As soon as the enemy were sighted the guns' crews closed. Kerr handled the Lewis gun on the bridge in a determined manner, timing well, firing steadily, and scoring hits. He had no steel helmet or other protection but he carried on though his gun barrel was so hot that it burnt his hands. The way in which a formidable attack was answered showed a fine fighting spirit throughout the ship.

COMMENDATIONS.

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

Louis Dieniol Broughton, Esq. (deceased), Chief Officer.
Archibald Campbell, Able Seaman.
Jack Cartwright, Esq. (deceased), Chief Steward.
Captain John Joseph Coleman, Master.
Harry Cecil Cotter, Esq. (deceased), Chief Officer.
Ronald Earley, Esq., First Mate.
Leslie Ellis, Esq., Second Mate.
David Tyssul Evans, Esq., Third Engineer.
Douglas Hunter Gray, Esq., Second Officer.
James Gray, Esq., Second Engineer.
Captain Joseph Green, Master.
Captain John Edwards Gregory, Master.
George Harris, Esq., Chief Officer.
Captain William Henderson (deceased), Master.
Ivor Morgan James, Esq., Second Officer.
William Targar Julings, Able Seaman.
Frank Geoffrey Laskier, Steward.
John Alexander Campbell McGregor, Esq., Chief Officer.
Alexander MacLean, Boatswain.
Reginald Woodhill Marker, Esq., Second Officer.
Chester Vernon Major, Able Seaman.
Thomas Hardy Martin, Esq., First Radio Officer.
Daniel Meagher (deceased), Mess Room Steward.
Captain John Thomas Nelson, Master.
Patrick Percival O'Sullivan, Esq., Third Officer.

Francis Roland Pashley, Steward.
Albert John Pillet, Able Seaman.
Raymond Luther Procter, Wireless Operator.
Robert Henry Shaw, Esq., Chief Engineer.
James Johnson Spring, Esq., Chief Officer.
Andrew Francis Walker, Esq., Third Officer.

In the list of Commendations published in the Supplement (No. 35123) to the London Gazette dated 1st April, 1941, for the name of J. T. Robinson, Esq., Second Officer, there should be substituted the name of Francis Leask, Esq., Second Officer.

LONDON

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