



SUPPLEMENT

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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
2nd December, 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 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 Norman Caulfield, Master.

The ship was torpedoed and sank in four minutes. One life-boat was wrecked by the explosion and the other capsized. The Master jumped into the sea, swam to a raft and picked up two men. After long efforts they succeeded in joining another raft, on which thirteen of the crew had escaped, and lashed the rafts together. They were short of food and water and had only six blankets. These were used at night as sails and by day as shades from the fierce sun. After five nights and six days they were picked up. The Master did all that he could to keep heart in his men, and his courage, discipline and resource led to the saving of fifteen lives.

Captain Reginald Sharpe Craston, Master, s.s. "Ena de Larrinaga."

The ship was torpedoed at night and sank in fifteen minutes. The Master ordered the crew to the boats and to stand by. He then searched the ship and stepped from the rail into one of the two boats just before the ship sank. The boats kept together through the night. At dawn the Master determined to make for an island about 500 miles away.

The crew was divided, nineteen to each boat. After five days sailing one boat was met by a ship. On the eleventh day the Master sighted the island but, owing to wind, sea and current, could not make it. He then made for the mainland 200 miles away and reached it two days later.

The Master set a fine example. His powers of command were shown in the organisation and discipline that prevailed when abandoning the ship, and during the thirteen days voyage in the boat. His courage and good seamanship saved the lives of his companions.

Captain Richard David Griffiths, Master.

The ship was attacked by a German bomber. The Master withheld his fire until the enemy was within close range. Bombs hit the ship, the engines were put out of action and flooding began. The Master ordered all hands to the boats and transferred to another vessel but, as his command had not yet sunk, he called for volunteers, returned to her and prepared for towing. After two hours, both towing wires parted.

The ship was by now awash but another effort was made and two tugs brought her to within two miles of land. It was then clear that she must sink, but before abandoning, the Master asked the tugs to make a last effort to beach her. They failed, and she sank just after the Master and his volunteer crew left her.

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

Andrew Williamson Thomson, Esq., Second Engineer.

The ship was attacked by an enemy aircraft, hit by bombs and fires broke out. The ship's guns at once replied and the German made off.

Volunteers, led by the Second Engineer, entered the stokehold and drew the fires. Besides his work in drawing the fires, Mr. Thomson was also outstanding in leading parties in fire-fighting.

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

James Alexander Annandale, Third Engineer.

Awarded the British Empire Medal (Civil Division):—

William Wastle, Carpenter.

Hugh Edward Hughson, Able Seaman.

The ship was torpedoed and a fierce fire started which the crew could not fight as the pipe line was broken and they could get no water. Ship was abandoned and the crew was picked up. As the fire had burned down and the ship did not seem about to sink, an attempt was made to reboard her, but owing to the heavy swell this was not possible. Later she was reboarded and tugs were sent for. A party, which included Mr. Annandale, Wastle and Hughson, was put on board to raise steam to help the tow, and also to try to straighten out the jammed rudder.

They did good work in dangerous conditions with full knowledge that the ship might sink at any time. The party had to be taken off at noon the next day as the weather got worse and eventually the ship sank.

COMMENDATIONS.

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

Leonard Norman Allan, Esq., Chief Officer.

Algernon George Attrill, Acting Mate of Yard Craft, Admiralty Outstation.

Richard John Fowles, Able Seaman, Yard Craft, Admiralty Outstation.

Basil Stuart Francis, Esq., Chief Officer.

Frederick William Gordon, Esq., Chief Steward.

Michael Hennerty, Esq. (Deceased), First Radio Officer.

George Golightly Donaldson Craig Jackson, Second Steward.

Ernest Victor Pollard, Esq., Chief Engineer.

Captain Frederick Thomas Vine, Master.

Stanley Wiltshire, Assistant Steward.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

2nd December, 1941.

The KING has been graciously pleased to give orders for the publication in the London Gazette of the name of the person specially shown below as having received an expression of Commendation for his brave conduct when attempting to rescue the Master of his ship, lost in a gale:—

Ronald Simpson Brown, Esq., Second Mate.

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