



SUPPLEMENT

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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
20th January, 1942.*

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, in the Merchant Navy and Fishing Fleet, and for the publication in the London Gazette of the names of those 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 Alfred Ryder Bibby, Master.

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

Hubert William Underhill, Esq., Chief Officer.

The ship was torpedoed and sank within eleven minutes. The survivors got away in two boats. They kept together for thirty-six hours but then became separated in the darkness. After seven days the Master's boat was picked up by another ship. Four days later this ship was herself sunk and the Master spent a further thirteen days in a boat at sea. His leadership throughout was exemplary.

The Chief Officer's boat was ten days before being picked up. He, too, showed great skill and good seamanship in bringing his people to safety. His arrangements for the care of his men were perfect and it was due to his courage and high sense of duty that the spirits of everyone were sustained and that they handled their boat well until they were rescued.

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

Captain Arthur Byford Friend, Master.
Richard Joseph Blackman, Esq., Chief Engineer.

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

Eric Monckton, Esq., Chief Officer.

The ship was attacked at night by enemy aircraft and sustained damage. Although the engine-room was filled with smoke, the Chief Engineer by skilful improvisation kept the main engines working. The Master, the Chief Engineer and the Chief Officer worked day and night for three days to bring the vessel in and she was eventually beached and saved.

Eight months later, the ship was sunk by a U-boat. With great skill the Master got away boats and showed good seamanship in a voyage of nearly a hundred miles to safety.

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

Captain John William Klemp, Master.

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

John Bingham Woodhouse, Esq., Chief Officer.

The ship was torpedoed. A boat from another ship, in charge of the Chief Officer, was got away and picked up survivors, amongst them the Master. Before they could be brought back, the second ship was also struck, and sank quickly. Although none of the survivors except the Master of one ship and the Chief Officer of the other had any knowledge of sailing boats they decided, in-

stead of seeking an easy internment, to make for a friendly shore, a distance of nearly a thousand miles. The voyage took over a fortnight, and all but three reached safety. The Master and the Chief Officer showed great courage and enterprise. Mr. Woodhouse, although in great pain from a wound, kept up the spirits of the men all through the long and difficult passage.

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

Pall Adalsteinsson, Esq., Skipper of a Steam Trawler. (Award dated 9th July, 1941.)

Three trawlers were attacked by aircraft. Afterwards they came across a merchant ship which had been bombed and was sinking. Skipper Adalsteinsson, seeing that his own boat would not be able to make enough journeys to rescue all the crew before the ship sank, closed with the sinking ship. He came up on the lee side, sliding his starboard bow along the ship's port bow, and called to the crew to jump. The trawler then, being ahead, went astern and the Master threw a messenger and made fast a wire on the ship's bow. This he put through the gallows on the port side and heaving on the winch brought the trawler's port quarter up to the ship's starboard bow. This operation was repeated three times until the crew was rescued. Five minutes later the ship sank.

John Bruce, Esq., Skipper of a Steam Trawler. (Award dated 4th November, 1941.)

The trawler was attacked by enemy aircraft and the four bombs dropped were all near misses. The aircraft attacked again, flying at mast-head height. When it came within range the Skipper opened fire and the enemy seemed to be hit, for he half rolled over, and, trying to straighten out, fouled the ship's aerial. He then tried to turn back, but could not do so, and flew off erratically, just skimming the water at about half-speed. The Skipper's spirited defence saved the ship and seriously damaged the aircraft.

Robert Gray Buckett, Esq., Skipper of a Steam Trawler.

Harry Woodliff, Esq., Skipper of a Steam Trawler. (Both awards dated 2nd December, 1941.)

The trawlers were five miles apart when they were attacked by a German aircraft flying at about 150 feet. The enemy made three low-level runs at both ships, one of which was fishing. Both replied at once with Lewis guns. The one that was fishing and so unable to manoeuvre quickly, received minor damage from bombs, but the gunnery of the two small ships was so accurate that, after the third attack, the aircraft was seen to crash flaming into the sea.

Richard Carrick, Esq., Skipper of a Steam Trawler. (Award dated 4th November, 1941.)

The trawler was returning from fishing when she came upon a burning steamer.

A strong wind was blowing and the burning ship was lying in the trough of the seas and sheering violently at times,

With great skill and difficulty, because of the burning vessel's drift and the risk of a crippling collision, the trawler after several attempts was laid against her lee side, and ropes were passed between the ships fore and aft. For forty minutes they lay alongside one another, in which time all 83 hands were taken off.

Great skill was necessary to get clear from the burning ship, which under the force of the wind was pinning the trawler on to her lee side.

The Master's good seamanship saved many lives at the risk of losing his own ship and crew.

George Frederick Chivers, Esq., Chief Officer.

The ship was torpedoed at night and began to sink rapidly. A lifeboat was got away with six men on board. Several others, including the Chief Officer, jumped in when she was waterborne. The ship was about to disappear when the boat was dashed against the hatchway. This holed her and she became difficult to handle.

While engaged in rescuing other survivors the Chief Officer was hailed by another ship. He refused to be picked up until he had saved everyone possible from the sea.

The determination and perseverance of Mr. Chivers resulted in many lives being saved.

John Alexander Clark, Esq., Skipper of a Trawler. (Award dated 24th May, 1940.)

The trawler was suddenly attacked by two aircraft flying at about 120 feet. They flew over the ship diagonally from stern to stem. The Skipper ordered the gun to be manned. The enemy made five attacks with bombs and machine guns. The organisation and ready defence of the Skipper saved the ship, which was brought safely to port.

John Burnett Davidson, Esq., Skipper of a Trawler. (Award dated 1st August, 1940.)

The trawler was fishing when she was attacked by three German aircraft, which flew over the ship between 20 and 30 times, dropping bombs and firing their machine-guns. The Skipper kept the trawler steaming in circles and replied with his Lewis gun until he ran out of ammunition. He certainly hit one aircraft, which flew away. The attacks lasted for over an hour, the trawler being hit many times by machine-gun bullets. The Skipper showed courage and put up a spirited defence.

Captain Vincent Foskett Sizer, Master.

Ships were attacked by enemy aircraft. One was hit and burst into flames. Her crew took to boats and rafts or jumped overboard. A strong gale was blowing with a rough and increasing sea. Though lit up by the flames and thus a target for the enemy's continued attack, Captain Sizer stood by and picked up the men. It was due to his courage and good seamanship that so many lives were saved.

Captain Arthur James Thomas, Master.

The ship was attacked by a German bomber. The enemy circled the ship, and when he had the vessel against the moon,

dived to the attack. He machine-gunned the bridge, from which steady shooting was kept up. The Master put up such a good defence that the aircraft found it hard to pull out of the last dive and was not seen again.

James Frederick Ward, Esq., Skipper of a Trawler. (Award dated 26th July, 1940.)

The trawler was bombed and machine-gunned by two enemy planes when fishing. With his wheel lashed, the Skipper kept firing with his rifle, and his gunner with the Lewis gun. Suddenly the enemy ceased fire and one plane limped away with its port wing dipping. It gradually disappeared, seemingly out of control and was probably lost. The trawler continued fishing but was again attacked by two more enemy aircraft. The Skipper, although wounded, continued firing until the enemy disappeared.

Sidney Wright, Esq., Skipper of a Trawler. (Award dated 26th July, 1940.)

The trawler was attacked by an enemy plane which dived to within 80 feet, and machine-gunned her. The moment it cleared the funnel, the Skipper ordered the gunners to fire. This they did at point-blank range and the plane broke off the action, flying away within six yards of the water, its left wing continually dropping. In the gathering darkness it was impossible to verify whether the plane crashed. This was the fourth time that Skipper Wright had saved his ship from air attack.

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

Ernest Catterson, Esq., Chief Officer.

Awarded the British Empire Medal (Civil Division):—

Carl Ellis, Steward.

The ship was attacked in darkness by German aircraft and set on fire. All the boats were destroyed. The Chief Officer, helped by the Steward, got a raft overboard and put the injured on to it. Later they transferred them into boats from other ships. They acted with courage and skill in the face of danger, and by their efforts many lives were saved.

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

Captain Thomas Parry, Master.

Awarded the British Empire Medal (Civil Division):—

Edwin Albert Mancor, Gunner.

The ship was attacked by an aircraft which dived out of the clouds. The gunner opened fire and hit the enemy, who turned away, jettisoned his bombs and fell into the sea.

The Master's ready and skilful defence, coupled with the accuracy of the gunner, saved the ship from further attack and destroyed the enemy.

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

Charles Alfred Sleeth, Esq., Skipper of a Trawler. (Award dated 1st August, 1940.)

Awarded the British Empire Medal (Civil Division):—

Edward Thomas Fifield, Cook. (Award dated 1st August, 1940.)

The trawler was suddenly attacked by an enemy bomber. Fifield, who was already at the gun, was hit by machine-gun fire. Although bleeding profusely, he stayed at his gun, firing steadily. The Skipper meanwhile left the bridge to fetch rockets to warn other ships. By this time the gunner was weak from loss of blood and the Skipper took his place at the Lewis gun. It seems probable that while firing some 300 rounds, Fifield hit the enemy, as part of the fuselage was seen to fall. When at the gun, the Skipper succeeded in piercing the plane's under-carriage during a very close attack in which three more bombs only just missed the trawler, whose steering was damaged. After being hit in this last attack, the bomber flew away.

Fifield showed unflinching bravery in standing to his gun when wounded and his rapid, and probably successful, fire shook the attacker. The Skipper set a fine example throughout, and when he in turn took over the gun, his fire undoubtedly drove off the enemy, enabling him to bring his ship safely home.

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

Daniel Jack Thomas, Esq., Chief Engineer.

Awarded the British Empire Medal (Civil Division):—

William Webb, Leading Salvage Hand (Port of London Authority).

The ship received a signal that another had been attacked by dive bombers and set on fire. She altered course and drew alongside the damaged vessel. The Chief Engineer and Webb leapt aboard and trained hoses on to the flames. The Chief Engineer, realising that the boilers might explode, had himself lowered into the stokehold and released the safety valve. Although their boots were burnt away and their feet were blistered from the intense heat, Mr. Thomas and Webb, showing great devotion to duty, remained at their posts for four hours until the fire was subdued.

Awarded the British Empire Medal (Civil Division):—

Henry Herbert Austin, Third Hand.

Harold Petrini, Gunner.

(Both awards dated 21st October, 1941.)

The trawler was attacked by an enemy aircraft with machine-guns.

Austin and Petrini, without stands or protection of any sort, held their fire till the last moment and aimed so well that the aircraft burst into flames, the tail fell off, and it crashed into the sea.

Edward John Bland, Assistant Foreman and Diver (Port of London Authority).

A ship was mined and sunk. To lift her a diver had to go down and pass a wire through her propeller aperture. Enemy mines were known to be near the wreck, and there was constant danger of air attack. In face of

these hazards Bland volunteered to do the work in the darkness of the night, since the tide did not serve in the daylight. The work played a great part in saving a fine ship.

Edward Joseph Chapman, Deck Hand.

Albert Edward Rouse, Third Hand.

(Both awards dated 4th November, 1941.)

An aircraft crossed the ship, flying very low over the bridge.

One round was fired as it flew away, it having been thought at first to be British. Later it came over the ship exactly as before.

The Master told the gunners to hold their fire till late. At point blank range both guns opened fire and hits were observed. The aircraft jettisoned its bombs and was seen to dive into the sea. Rouse and Chapman showed coolness and courage.

Edward Cole, Chief Engineer. (Award dated 4th February, 1941.)

When several trawlers were fishing, an enemy aircraft attack severely damaged one of them. The vessel took a heavy list to port and her crew took to the boat and lay off, but later returned to their ship, where Cole at once effected temporary repairs. By shutting off the fractured injection valve he prevented flooding, and by his skilful work he enabled the trawler to return to port.

Later the same trawler was fishing when a violent explosion damaged the vessel. Cole was thrown against the bulk-head. When he recovered from the shock he at once examined the damage and tried to shut off steam but found the spindle bent. He went on deck, shut the valve on the boiler-top and then went down to the engine-room which was full of steam and rapidly filling with water. He reported to the Skipper who ordered all hands aboard a rescue ship. They were only just in time as the trawler sank at once.

On both occasions Mr. Cole showed outstanding resource and coolness in exceptionally trying and dangerous circumstances.

Bertram George Day, Cadet.

The ship was many times attacked by enemy aircraft. During the attack by bomb and machine-gun Cadet Day stood to his gun, held his fire until fairly sure of results and at least twice badly damaged the enemy, who was forced to retire losing height rapidly.

Charles Dyer, Gunner. (Award dated 25th February, 1941.)

A spirited action was fought between the trawler and a large enemy aircraft which dropped two bombs and repeatedly attacked with cannon and machine-gun fire.

By cool and steady fire Dyer stopped the enemy from coming low, and hit him more than once. When he broke off the attack, black smoke was pouring from the machine.

The aircraft crashed and the crew of five were captured.

Ernest Daniel Edlin, Gunner. (Award dated 9th July, 1941.)

The vessel was fishing when a twin-engined bomber approached, flying so low that it barely cleared the mast head. Edlin at once opened fire. He got 130 rounds into the aircraft, which burst into flames, and fell into the sea about half a mile away. The vessel

hailed in her trawl and tried to close with the enemy to rescue survivors, but the bomber disappeared in a burst of flame and black smoke.

Edward Gordon Elliott, Seaman.

The ship was torpedoed at night and sank within sixteen minutes. Elliott, who had four ribs broken, went down with her but soon came to the surface where he saw a float with a man on it. He then helped another member of the crew to reach it. The float was not intended for sitting on, and the weight of the three men partly submerged it. After drifting for four days they sighted a vessel and Elliott drew its attention by using a tobacco tin as a heliograph. It proved to be the submarine which had sunk the ship. The Commander gave the three men provisions, some of which were washed off the same night. Five days passed and one man died. The two survivors were attacked night and day by sharks, who tried to sweep them off with their tails. After twelve days afloat, they were rescued.

Elliott's succour of his shipmate when the ship sank, and his great fortitude and endurance were matched by his indomitable spirit.

Arthur Thomas Edward Evans, Boatswain.

Francis Ernest Hawkins, Third Hand.

(Both awards dated 10th June, 1941.)

While the ships were fishing three enemy aircraft, flying in line and led by a large bomber, attacked one of them with many bombs, none of which hit. She replied, and after a second attack with machine-gun fire drove the aircraft off and shot off the tail plane of the largest machine. This aircraft was hit again as she passed the second trawler and fell into the sea.

Evans and Hawkins showed great skill and courage.

Frank Stewart Lamb, Engineer. (Award dated 9th July, 1941.)

The trawlers were fishing in pairs, when an aircraft was sighted from ahead. It flew towards one of the trawlers and dropped a bomb, which fell clear. Lamb, who was at the gun, at once fired at the aircraft, which sheered off towards the second ship, attacked her with cannon and machine guns, and flew back to bomb the first vessel. It then dropped two bombs astern of the second ship and returned to the first, whose skipper told his gunner to hold his fire as long as he dared. Lamb opened fire, and, after 30 or 40 rounds, the aircraft shot up into the air, dropped another bomb, and made off. It was then seen to wobble badly, drop several bombs and fall into the sea.

The first trawler, which had been badly damaged by a bomb, was taken in tow by the other vessel and brought safely into port.

John Edward Pauling, Gunner.

The ship was sailing alone. An air attack was heard being made some miles ahead. The Master at once ordered the gunners to stand by. A German aircraft suddenly approached flying at not more than 200-300 feet. When the bomber came within range Pauling directed the fire so accurately that after a single run the aircraft began to lose what little height it had and crashed into the sea about a mile and a half from the ship.

Leonard George Pillar, Deck Hand. (Award dated 21st October, 1941.)

The trawler was proceeding independently towards her fishing grounds when an aircraft approached. The enemy showed lights and circled to try to deceive the ship. As he made his first run Pillar fired and hit the aircraft. When last seen, smoke was pouring from the fuselage, and the enemy was jettisoning the rest of his bombs.

Pillar was wounded in the leg, but refused to leave his post in case the enemy returned. Although a bomb fell within three feet of him, it failed to unsettle his courage or disturb his aim.

William Read, Engineer. (Award dated 21st October, 1941.)

Three trawlers were attacked by a Focke Wolf Condor. They were bombed in turn and then machine-gunned. Each time the aircraft attacked, the trawlers replied with their guns. They put up a stout defence, and at least one trawler hit the enemy.

Fine work was done by Read, whose ship was much damaged, so that the engine-room was full of steam and soot from burst pipes. He kept the engines going throughout the attacks, and afterwards stood fast without break or rest steaming nearly 200 miles to safety.

William Henry Sheldon, Third Hand. (Award dated 19th August, 1941.)

While fishing, the small vessel was attacked by two German aircraft. Sheldon at once went to the portable Lewis gun, and opened fire from the forward deck. Although he hit the first bomber, he was himself wounded by the rear gunner. Instead of taking cover, he reloaded and opened fire on the second enemy. His gun then jammed. The first bomber returned and fired another burst and Sheldon was hit a second time. Even so, he was most reluctant to leave his post.

COMMENDATIONS.

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

Leonard Arnold, Esq., Chief Engineer.

Charles William Baker, Assistant Mooring and Wreck Raising Officer (Port of London Authority).

John George Bean, Esq., Skipper of a Steam Trawler. (Award dated 10th June, 1941.)

Oliver Best Bell, Esq., Skipper of a Trawler. (Award dated 26th July, 1940.)

Edgar Stanley Bennett, Esq., Skipper of a Trawler. (Award dated 26th July, 1940.)

Arthur Charlton Block, Esq., Skipper of a Steam Trawler. (Award dated 10th June, 1941.)

John Robert Bore, Esq., Skipper of a Steam Trawler. (Award dated 21st October, 1941.)

Captain Augustus Brownfield, Master, Salvage Vessel (Port of London Authority).

George Bruce, Esq., Skipper of a Steam Trawler. (Award dated 13th August, 1940.)

Robert Brun, Able Seaman.

Alfred Frederick Charlton, Gunner.

Charles Kemp Cornish, Esq., Skipper of a Steam Trawler. (Award dated 25th February, 1941.)

James Cowie, Engineer. (Award dated 24th May, 1940.)

Alexander Downie Craig, Second Hand. (Award dated 24th May, 1940. Subsequently presumed drowned as a result of enemy action.)

George Ernest Edward Critten, Mate. (Award dated 10th June, 1941.)

Vivian William Critten, Third Hand. (Award dated 1st August, 1940.)

William George Davies, Esq., Skipper of a Steam Trawler. (Award dated 10th June, 1941.)

Arthur Dyson (deceased), Mate. (Award dated 10th June, 1941.)

Robert George Etheridge, Mate. (Award dated 10th June, 1941.)

Charles Fisher, Mate. (Award dated 26th July, 1940.)

Edward Foster, Boatswain.

James Gale, Esq., Skipper of a Trawler. (Award dated 26th July, 1940.)

Fergus Joseph Gardiner, Third Hand. (Award dated 21st October, 1941.)

Ernest Goddard (deceased), Gunner.

Thomas William Gorrings, Esq., Skipper of a Steam Trawler. (Award dated 21st October, 1941.)

Henry William George Heath, Deck Hand. (Award dated 21st October, 1941.)

Joseph Humphrey, Esq., Skipper of a Drifter. (Award dated 26th July, 1940.)

Harold King, Esq., Skipper of a Steam Trawler. (Award dated 9th July, 1941.)

Albert Frederick Lee, Gunner.

George Albert Leo, Esq., Skipper of a Steam Trawler. (Award dated 26th August, 1941.)

Alfred Loftis, Esq., Skipper of a Steam Trawler. (Award dated 21st October, 1941.)

James Marshall, Engineer. (Award dated 9th July, 1941.)

Captain Bertie Reginald Mastin, Master.

John Matthew Mecklenberg, Esq., Skipper of a Steam Trawler. (Award dated 21st October, 1941.)

Jack Mengal, Esq., Skipper of a Trawler. (Award dated 25th February, 1941.)

Burton George Henry Moore, Engineer. (Award dated 13th August, 1940.)

William Morrow, Engineer. (Award dated 26th August, 1941.)

John Robert Nightingale, Esq., Skipper of a Steam Trawler. (Award dated 21st October, 1941.)

Norman Riach, Cook. (Award dated 26th July, 1940.)

David Frederick Roberts, Deck Hand. (Award dated 29th July, 1941.)

Dudley Allan Rushmere, Able Seaman.

William John Ralph Scoble, Esq., Skipper of a Steam Trawler. (Award dated 9th July, 1941.)

Herbert Irby Springall, Third Hand. (Award dated 26th July, 1940.)

David Squire, Third Hand. Award dated 26th July, 1940. He subsequently lost his life at sea by enemy action.)

George William Todd, Second Hand. (Award dated 26th July, 1940.)

Captain Edward Torrens, Master.

George Stanley Watcham, Trimmer. (Award dated 26th July, 1940.)

John Isaac White, Esq., Skipper of a Steam Trawler. (Award dated 1st April, 1941.)

David Williams, Esq., Chief Officer.

Peter Bett Wood, Esq., Skipper of a Steam Trawler. (Award dated 4th November, 1941.)
 William Wright, Esq., Skipper of a Steam Trawler. (Award dated 28th October, 1940.)

The names of the undermentioned are as now described and not as stated in Gazette Supplement No. 35399 dated 1st January, 1942.

Captain David Muir Aitchison, page 15.
 Captain Edward Vaughan Davies, D.S.O., page 16. John Andrew McLaren MacDonald, Esq., page 17. Francis James Angove, page 29. Alfred Thomas De Carteret, page 29. The award to Edwin Velen, page 31, is dated 18th December, 1941. He subsequently lost his life at sea by enemy action.

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