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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

*St James's Palace, S W 1.
3rd February, 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 for the publication in the London Gazette of the names 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 William Evans, Master.

The ship was torpedoed in darkness. Owing to the good organisation of Captain Evans, the whole crew got away safely in three boats in charge of himself and two other Officers. They kept together for two days, until heavy weather drove them apart. The Master's boat was rescued after nine days and the others also reached safety.

The Master showed unflinching courage and excellent seamanship.

Captain Stephen Leonard Hoare, Master
Charles Meryon Proctor, Esq, Chief Engineer

The ship was attacked by torpedo bombers, but succeeded in driving them off. Later she was again attacked by two torpedo bombers. Captain Hoare's good seamanship saved her from damage and the enemy was repulsed. During these attacks the Chief Engineer succeeded in developing a speed which the vessel had never before reached.

Captain William Edward Rawlins Eyton-Jones, Master.

The ship picked up a life-boat holding twenty-five survivors from a stricken vessel. Four days later she was herself attacked and sank within three minutes. The Master went down with the ship but came to the surface and helped a survivor to some wreckage. The two were then picked up by the only boat which had got away. Captain Eyton-Jones took charge, and rescued others from the sea until there were fifty-eight people on board. Stores were supplemented from rafts nearby, rations fixed and a course set for a British possession. After thirteen days, and a voyage of over five hundred miles, all but two of the boat-load reached safety. The Master showed high qualities of leadership and his seamanship never faltered.

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

Captain Alexander MacKinlay, Master
Thomas Livingstone Main, Esq, Chief Engineer.

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

Thomas Williams Ellis, Esq, Chief Officer

The ship was attacked by torpedo bombers, but succeeded in driving them off. Later she was twice attacked by bombs and torpedo bombers. Again her gunnery was spirited, and she hit at least two enemy aircraft. Only expert seamanship saved her from being torpedoed. The Master showed great skill throughout, and he was ably seconded by the Chief Engineer and the Chief Officer.

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

Captain Goronwy Owen, Master.
Harry Tomlinson, Esq, Chief Engineer.

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

Frederick Newman Johnson, Esq, Chief Officer.

The ship was attacked by torpedo bombers but succeeded in driving them off. Later she was machine-gunned by enemy aircraft, and then attacked by torpedo bombers. By the skilful seamanship of the Master she avoided damage. The Chief Engineer answered with efficiency the many heavy calls made on his department. The Chief Officer organised the defences of the ship and more than one bomber was hit.

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

Captain Charles Victor Catling, Master

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

Percy George Ludlow, Esq, Chief Engineer.

Awarded the British Empire Medal (Civil Division) —

Henry Mizen, Able Seaman
Edward Fullerton, Fireman.

The ship was mined and sank four hours later. The Master received a head injury and was stunned. The Chief Engineer led a party to rescue men who were still below. They were foiled, however, by flooding and steam.

Although still dazed, the Master assumed control and saw the starboard lifeboat got away. The boat with its survivors was quickly picked up by a destroyer. As he believed there still might be a chance to save those trapped in the ship, the Master called for volunteers. The Chief Engineer, Mizen and Fullerton were among the first to answer the call. Although they returned, they found they could do nothing.

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

John Cameron, Esq, Chief Officer

The ship was torpedoed at night in a heavy sea. A boat load of twenty-seven survivors got away in charge of the Chief Officer. They were fourteen days on the open sea, during which time they made some five hundred miles braving intense cold, storms and hunger. It was due to the masterly seamanship of the Chief Officer and to his courage, resource and leadership, that so many were brought to safety.

Captain Alexander English, Master.

The ship was torpedoed in darkness and at once caught fire. During the getting away of boats she was heavily attacked but was abandoned in good order. The Master's boat made a journey of nine days, and it

was due to his skill and leadership that all but two of his people reached safety.

William John Freestone, Esq, Second Officer.

A ship was torpedoed. The Second Officer was in charge of one of the boats which were got away.

On the second day they met a badly overcrowded boat and raft from another torpedoed vessel. Two men and an Officer were transferred to Mr. Freestone's boat. By his skill and good seamanship the Second Officer, after a voyage of twelve days, brought many survivors to safety.

James Wylie Strang, Esq, Chief Engineer
William North, Esq, Second Engineer

The ship was torpedoed in darkness and at once caught fire.

The Master was badly hurt and the Second Engineer, with help, brought him out of his cabin and put him on to a raft, from which he was later rescued.

The Chief Engineer reduced the strength of the flames by playing smothering steam on the fire. He stopped the main engines and then saw to the getting away of the boats.

Mr Strang and Mr North acted with courage and resource in the face of grave danger from fire and explosion. They saved life, and maintained good order.

Captain John Wharton, Master.

The ship was struck in darkness, and sank within four minutes. Owing to the fine organisation of the Master, all except two of the crew got away. The Master's own lifeboat held twenty-two men. He set a course for land, some three hundred and eighty miles away. After eleven days, during which time the boat frequently met heavy weather, all but one of her people reached safety. The Master showed fine qualities and his seamanship stood the most critical test.

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

Frederick John Muttitt, Esq, Chief Officer

Awarded the British Empire Medal (Civil Division).—

Henry Cyril Venables, Gunner
Joseph Edward Bramwell, Able Seaman

The ship was attacked by enemy aircraft, one of which dived low and crossed abaft the bridge.

The high level of keenness and efficiency of her gunnery was due to the Chief Officer, and under his direction Venables and Bramwell kept up hot and accurate fire, which destroyed one aircraft and damaged another.

Awarded the British Empire Medal (Civil Division).—

William Thomas Hinton, Gunner.

A ship was attacked at night by a U-boat and set on fire. In the light of this, another ship saw the submarine. Her guns at once went into action. The good shooting of Hinton was outstanding. The third shell burst on or near the conning-tower. Four more shots were fired before the enemy disappeared.

COMMENDATIONS.

Those named below have been Commended for brave conduct in the Merchant Navy and Fishing Fleet, when their ships encountered enemy ships, aircraft, submarines or mines:—

George Ernest Adams, Esq., Skipper of a Steam Trawler. (Award dated 9th July, 1941.)

Meldrum Addison, Boatswain.

Robert Gilbert Aird, Able Seaman.

Captain Walter John Bie, Master.

James Campbell, Sailor.

William Robert Cherry, Esq., Chief Officer.

Archie Clephane, Fireman.

Michael Harwood Darton, Esq., Radio Officer.

Nicolas Lonsdale Dupain, Able Seaman.

Agust Ebenezersson, Esq., Skipper of a Steam Trawler.

Harry Edwards, Esq., Chief Officer.

Captain Arthur Reginald Emmott, O.B.E., Master.

Henry Fisher, Esq., Chief Officer.

Frank Walter Freeman, Sailor.

Frederick Richard Fudge, Esq., Chief Engineer.

Captain James Thompson Hair, Master.

Captain James William Hammill, M.B.E., Master.

Kenneth Halliday Hardie, Esq., Second Officer.

William Johnson, Fireman.

Daniel Ralph Derek Llewellyn Jones, Esq., Third Officer.

Captain William Lawday, Master.

Joseph McCubbing, Esq., Chief Engineer.

Edward Major, Esq., Radio Officer.

Leslie William Marshall, Esq., Second Officer.

William Henry Morgan (deceased), Able Seaman.

Michael Joseph O'Brien, Gunner.

Archibald Patterson, Boatswain.

Captain Percy Pratt, M.B.E., Master.

John Stewart Rowan, Gunner.

Captain Hilton Rowe, Master.

Neil Shaw, Gunner.

Leonard Ewart Smith, Esq., M.B.E., Chief Officer.

Ernest Sparkes, Deck Hand.

James William Stanworth, B.E.M., Chief Steward.

Robert Wild, Esq., Chief Officer.

The appointment of Captain Arthur Alfred Lawrence, Master, announced in the Gazette No. 35380 of the 16th December, 1941, page 7090, is now dated 15th November, 1941. Captain Lawrence subsequently died at sea.

The name of Alfred Charles Davies is as now described and not as stated in Gazette No. 35405, dated 6th January, 1942, page 126.

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