



**THIRD SUPPLEMENT**

TO

**The London Gazette**

Of FRIDAY, the 14th of AUGUST, 1942

**Published by Authority**

*Registered as a newspaper*

TUESDAY, 18 AUGUST, 1942

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

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

*18th August, 1942.*

The KING has been graciously pleased to give orders for the undermentioned promotion in and 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 of those specially shown below as having received an expression of Commendation for their brave conduct:—

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

Captain William Henry Charles Lawrence, O.B.E., Master.

*Awarded the British Empire Medal (Civil Division):—*

John Richardson Hetherington, Chief Steward.

The ship was in a convoy to Russia which was subjected to heavy and continuous attack from the air, from surface craft and from submarines. The Commodore's ship was sunk, and the Master, who was acting as Vice-Commodore, took over the duties and performed them with signal success during the remainder of a very arduous operation.

On the return passage he was Commodore throughout and again showed sterling qualities, to which the escape of the convoy from no less than five attacks by German destroyers was largely due, for under his orders it acted in perfect co-ordination with the escorts. The Chief Steward, who was in charge of the Oerlikon gun, shot coolly and well in driving off enemy aircraft.

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

Captain Alfred Percy William Collister, Master.  
Samuel Robinson, Esq., Chief Engineer.

The ship was damaged below the water-line by enemy air attack. The Master showed

the utmost resolution and seamanlike ability in bringing his ship in though her upper deck was awash. He was ably backed by his Chief Engineer who showed the greatest tenacity of purpose in daunting circumstances.

Captain Samuel Mackintosh Lamont, Master.  
George Curry, Esq., Chief Engineer.

The ship was subjected to specially heavy attack by enemy aircraft and submarines and was badly damaged. The Master showed the highest courage and leadership and had his ship organised to a state of keen efficiency. The Chief Engineer set an outstanding example to his department and it was largely due to his skill and resolution that the vessel was saved and brought to port.

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

Captain Wilfred George Evans, Master.

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

Robert Campbell Downie, Esq., Fourth Officer.

*Awarded the British Empire Medal (Civil Division):—*

Peter Frank Luard, Apprentice.

The ship was torpedoed on a winter night. The Master gave orders for her to be abandoned and this was done without a hitch. The boats kept together until daylight but a return to the ship was frustrated by the submarine which then shelled and sank her.

The weather soon got worse and the boats parted company. The Master, by his cool decisions and skilled seamanship brought his boat through six days of gale till the survivors were picked up. He was greatly helped in the management of the boat by the Fourth Officer and Apprentice Luard, who relieved him whenever possible.

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

Reginald Johnson, Esq., Third Officer.

The ship was torpedoed. The Master stopped the engines and ordered the crew to the boats, one of which was in charge of the Third Officer. A gale was blowing so he decided to lie to his anchor till the weather moderated. After three and a half days they were able to set sail and two days later were picked up.

By firmness and tact the Third Officer, though only twenty years old, maintained discipline and the 34 survivors owe their lives to his seamanship and unwavering resolution.

John Porteous, Esq., Chief Engineer.

The ship was torpedoed and sank at once. Survivors clung to wreckage in icy water, sometimes being lifted bodily by the bursting of depth charges by which the escort was attacking the enemy submarine. The Chief Engineer, an elderly man, set a splendid example of endurance. He kept up the hearts of the survivors and they owe their lives largely to his inspiration.

*Awarded the British Empire Medal (Civil Division):—*

Charles Edward Slaughter, Galleyboy,  
James Fraser Whyte, Steward,  
Ernest Ulke, Fireman.

During heavy enemy air attacks, Slaughter, Whyte and Ulke displayed bravery and initiative in maintaining steam after the ship had received damage below and when the conditions in the stokehold were both difficult and dangerous. It was largely due to their efforts that the vessel was brought safely to port.

#### COMMENDATIONS.

Those named below have been Commended for brave conduct when their ships encountered enemy ships, aircraft, submarines or mines:—  
Royston William John Chapman, Esq., Chief Officer.

Captain Harold William Charlton, Master.  
Captain Henry John McDonald Downie, Master.

John Fisher, Able Seaman.  
Captain Archibald Kelso, Master.  
John Levins, Able Seaman.

Duncan Lockhart, Esq., Chief Officer.  
Norman McLeod Paul, Esq., Second Officer.  
Captain Henry Whitlock Williams, Master.

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:

York House, Kingsway, London, W.C.2; 120, George Street, Edinburgh 2;

39-41 King Street, Manchester 2; 1 St. Andrew's Crescent, Cardiff;

80, Chichester Street, Belfast;

or through any bookseller

1942

Price Sixpence net

S.O. Code No. 65-35672