



**THIRD SUPPLEMENT**

TO

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**TUESDAY, 15 SEPTEMBER, 1942**

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

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

*15th September, 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 Selwyn Capon, O.B.E., Master.

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

Joseph Lindon Dawson, Esq., Chief Officer.

Richard Frederick Francis, Esq., Chief Engineer Officer.

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

Herbert Gordon Charles Weller, Senior Second Engineer Officer.

James Peter Smith, Esq., Third Officer.

James Duncan Golightly, Esq., Second Officer.

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

William Power, Boatswain.

Sydney Milne, Carpenter.

The ship sailed from Singapore with many refugees. She was attacked continuously for two hours by enemy aircraft. Many bombs were dropped, three of which hit the ship and started large fires. The fire fighting organisation was good and the fires were put out. Another attack by 47 aircraft followed which again lasted two hours, but the ship was not hit.

The Master's coolness, leadership and skill were outstanding and it was mainly due to his handling of the ship that the vessel reached safety.

The Chief Officer showed great organising ability and tireless leadership throughout.

Under the direction of the Chief Engineer, the Engineer Officers remained at their posts throughout the attacks and kept the engines and fire service pumps working, thus releasing all others of the Engine-room staff to help the fire parties.

The Second Officer was in charge of the guns and fought them with gallantry throughout the attacks. One aircraft was shot down and one certainly damaged by the combined fire of the ship and her escort.

The Boatswain and the Carpenter behaved magnificently throughout. They led the crew and worked tirelessly during the attacks. They were always prominent, leading fire parties, dealing efficiently with the fires and led parties that carried the wounded to hospital.

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

Captain William John Harris, Master.

Charles Samuel A'Court, Esq., Chief Engineer Officer.

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

Sidney Albert Galer, Esq., Chief Officer.

Thomas Owen Hughes, Esq., Second Engineer Officer.

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

Fred Williamson, Second Cook.

The ship was berthed alongside a quay when an attack was made on the port by about 30 aircraft. The ship opened fire with all her guns. While she was engaged with two aircraft on the port side, a third came out of the sun and dropped four bombs, all of which hit the ship. One burst among the ammunition, starting a fierce fire. The Master was momentarily stunned. On recovery he mustered all the crew that were on board and sent them ashore and arranged for the injured to be taken to hospital. Then he went aft and, in spite of the risk from the fire and exploding ammunition, let go the wire moorings so that the ropes could

easily be cut should the fire spread to the wooden wharf. Most of the crew had been ashore at the time of the attack but they came back and fought the fire till it was put out. The Chief Officer worked throughout the night and was ably helped by Williamson. The Chief and Second Engineer Officers, knowing full well the great risk they were taking, helped to avoid serious explosions of ammunition by going down into the Engine-room to open the sea-cocks to flood one of the holds.

The spirit of selfless devotion shown by the whole ship's company was in the highest traditions of the Merchant Navy.

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

Captain Edwin Bennett, Master.

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

Abdur Rahman x Sulaiman, Officers' Mess-Boy.

The ship was torpedoed and sank in eighteen minutes. She was abandoned in good order in three boats. They stayed in the vicinity for thirty-six hours in the hope that help might come in answer to their S.O.S. and then sailed for the nearest land. The boats became separated but all reached safety after thirteen days.

The Master's leadership was outstanding. By his cheerful bearing, the Officers' Mess Boy kept up the morale of his fellow countrymen throughout the ordeal.

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

Ernest James Fenn, Esq., Chief Officer.

Donald Grant Purdie, Esq., Chief Engineer Officer.

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

Frederick Albert Burton, Carpenter.

The ship was torpedoed at night, and damaged so badly that it was clear she must sink. The only serviceable boat left the ship and those who remained on board grouped themselves into two main parties, under the leadership of the Chief Officer and the Chief Engineer Officer. With the skilled guidance of the Carpenter they set to work to make improvised rafts from hatch covers, empty drums and rubber mattresses. As each was finished it was sent away and within an hour and a half all had got clear. The next afternoon they were picked up.

It was largely due to the courage and initiative of the two Officers and the Carpenter that many lives were saved.

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

John Dewar, Esq., Second Officer.

The ship was torpedoed and sank within

five minutes. Two lifeboats were lowered but drifted away. The Second Officer jumped overboard and swam to the starboard boat, where he found four of the crew. The boat was waterlogged and had lost most of her gear but he set the men to pumping and baling. They picked up two more survivors and then sighted a raft, from which they hauled on board an officer. Later they took more men from the wreckage.

It was bitterly cold and the seas were heavy but the crew managed to keep the boat head on, baling ceaselessly. The following day they were picked up.

The Second Officer's leadership was outstanding.

#### COMMENDATIONS.

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

Guiseppe Agius, Ordinary Seaman.

William Baillie, Esq., Third Officer.

Charles Percy Barber, Able Seaman.

John Norman Bartlett, Apprentice.

Edward Patrick Boyce, Esq., Third Officer.

Richard Ivan Boyd, Esq., Second Officer.

Eric Charles Child, Esq., Second Radio Officer.

James Wilfrid Clark, Esq., First Radio Officer.

Patrick Clocherty, Able Seaman.

Captain Arthur Cook, Master.

Tom Stanley Deeming, Esq., Fourth Engineer Officer.

Vernon James Edwards, Apprentice.

Redmond Sneyd Faulkner, Cadet.

Henry Edward Heaver, Donkeyman.

Edmond Ambrose Horsfield (deceased), Able Seaman.

Thomas Stanley Hughes, Second Steward.

Joseph Linklater Johnson, Esq., Junior Second Engineer Officer.

Peter Oliver Kavanagh, Esq., Third Officer.

William Pezzack Laity, Esq., Second Officer.

Donald Norman Liddell, Esq., Sixth Engineer Officer.

Bernard Liley, Ordinary Seaman.

William Lewis Lyons, Mess Room Steward.

James Brian McGowan, Apprentice.

John McLeod, Esq., Third Officer.

John Harris Middleton, Esq., Senior Third Engineer Officer.

John Falconer Mitchell, Esq., Junior Third Engineer Officer.

Terrence James Pentin, Esq., Chief Officer.

Donald Oakman Percy, Esq., Second Officer.

Raymond Daniel Perry, Cadet.

Charles Edward Ribbons, Chief Steward.

William George Southcott, Esq., Third Engineer Officer.

Donald Angus Tait, Esq., Second Engineer Officer.

Harry Tebbutt Wells, Esq., Chief Officer.

Captain George Wright, Singapore Pilot.

The rank of David Davies, Second Officer, is as now described and not as stated in Gazette Supplement No. 35688 dated 1st September, 1942, Page 3821.

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