



THIRD SUPPLEMENT  
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CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.

*St. James's Palace, S.W.1.  
2nd February, 1943.*

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 of those 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 Stanley Bruce, Master.

The ship, sailing in convoy, was subjected to almost daily enemy attacks. An aircraft aimed two torpedoes at the vessel from a distance of about half a mile. The ship was manoeuvred to avoid these and, as the enemy came within range, intensive fire was opened by the vessel's armament. It is probable that the machine was hit as, when last seen, it was flying very low.

Captain Bruce displayed cool courage and skilful seamanship in bringing his ship safely through numerous perilous situations.

Captain Harry Allinson Moore, Master.

The ship, sailing alone, was torpedoed. Almost immediately the engine-room was flooded and the engines stopped. When a second torpedo hit her some minutes later the Master ordered away boats with women, children and some of the male passengers. Half an hour later a third torpedo struck the vessel which began to settle rapidly and the Master decided to abandon ship.

The Master used the ship's motor-boat as a mark boat and wireless messages were sent. As a result a rescue ship picked up the survivors on the following day.

Captain Moore's judgment and skill throughout were of a high order. It was due to his splendid organisation and leadership that of the persons on board, only four, killed by the explosion of the first torpedo, were lost.

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

Captain Samuel Francis Champion, Master.

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

William Simpson Faskin, Esq., Chief Engineer Officer.

The ship was subjected to heavy and sustained air attack and was hit and set on fire. It was clear that she could not last long and the Master, therefore, gave orders for her to be abandoned.

Captain Champion showed splendid leadership and, with the Chief Engineer Officer, was responsible for saving many lives.

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

Richard Thomas Clarke, Esq., Third Officer.

After the ship had been torpedoed and sunk, one of the boats made a voyage of 20 days before being picked up.

Great hardship was suffered through exposure and ten of the occupants of the boat died during the voyage. After seventeen days the physical condition of the Officer in charge made it necessary for him to hand over the control of the boat to the Third Officer who throughout had been of great assistance. It was due to the courage, skill and fortitude of Mr. Clarke during the latter part of the voyage that the boat was brought to safety.

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

James Henry English Clarke, Esq., Chief Officer.  
Ivor Best Rose, Esq., Second Officer.

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

Albert Edward Kale, Fireman.

The ship was sailing alone when she was torpedoed in darkness. The severe damage sustained made it necessary to abandon ship at once and the crew got away safely in two lifeboats.

The Chief Officer showed courage and good organising ability throughout. He took charge of one of the boats with 24 of the crew, and it was due to his seamanship and skill that the boat was brought to safety, being picked up after a voyage of five days.

When the vessel was first hit, the engineer on watch was swept under a grating and trapped. The Second Officer and Fireman Kale volunteered to enter the engine-room and search for survivors. Although the engine-room ladder had been blown away they succeeded in getting the engineer, who was in a dazed condition, on deck and to his boat station. But for this action it is quite probable the man would have lost his life. On abandoning ship, the Second Officer took charge of the second boat with 23 occupants and, by his good seamanship, made a landfall after a voyage of nine days.

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

Andrew Vallance Watt, Apprentice.

After the ship had been sunk by enemy action, one of the boats made a seven day voyage before a landfall was made.

Apprentice Watt, who was in this boat, was of great help to the Officer in charge. On one occasion Watt took over complete charge of the boat and proved himself perfectly trustworthy and capable of attending to the sailing.

Apprentice Watt's courage and devotion to duty undoubtedly helped greatly in bringing the 33 survivors in the boat to safety.

**COMMENDATIONS.**

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

Gordon Andrews, Esq., Third Officer.

Percy Walter Barton, Esq., Second Officer.

Rehatullah x Ebadullah, 2nd Deck Tindal.

Captain Lionel Guy Emmott, Master.

John V Findlay, Esq., Chief Officer.

Marcus Gibson, Boatswain.

Abdul Jubber x Abdul Hakim, Lascar.

Benjamin Harris, Esq., Second Officer.

Captain Lewis James Herbert, Master.

Walter Schofield Howard, Esq., Chief Officer.

Reginald Vernon Langdon, Esq., Third Engineer Officer.

John Lee, Esq., Chief Officer.

Ronald Herbert McElligott, Esq., Second Officer.

Captain Roderick Sutherland Masters (deceased), Master.

Benjamin Mitchinson Metcalfe, Esq., Second Officer.

Abdool Mozid x Nezamat Sk., 1st Deck Tindal.

Brian Charles Sandin, Esq., Third Officer.

Herbert Weilds Smith, Esq., Chief Engineer Officer.

Eman Ali x Abdul Serang, Seacunny.

James Malcolm Steen, Esq., Third Officer.

Richard Williamson Thomson, Esq., Chief Officer.

George William Underwood, Esq., Second Officer.

*Ministry of War Transport,  
Berkeley Square, W.1.*

*2nd February, 1943.*

The KING has been graciously pleased to make the following award:—

*The Albert Medal.*

John Sedgwick Gregson, Apprentice.

The ship was set on fire by the explosion of a torpedo during an attack by enemy aircraft. The flames spread rapidly and almost immediately orders were given to abandon ship. One of the ship's gunners, however, was pinned under a raft. Apprentice Gregson immediately went to his assistance and, with help freed him. The gunner had sustained severe injuries and, as it was impossible to get him into a boat or on to a raft, he was dropped overboard. Gregson dived into the sea after him, and, in the darkness, towed his helpless shipmate to a ship which picked them up, a distance of about 600 yards.

But for Apprentice Gregson's gallant and determined action, undertaken with complete disregard of his personal safety, the injured man would have had little chance of survival.

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