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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1,
16th 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 Walter Henry Grimshaw, Master.
Joseph McWhirter, Esq., Chief Engineer Officer.

The ship, while sailing in convoy, was for three days subjected to almost continuous attacks from enemy aircraft and submarines. During the first attack she sustained severe damage by near misses. In the engine room an oil supply pipe was broken and all lights failed. Repairs were carried out and improvisations made so rapidly and effectively that there was no loss of speed. In view of serious leakages in two of the holds it was necessary to bring all available pumps into service. In spite of many difficulties and of the numerous attacks made by the enemy, the ship was brought safely into port.

The Master showed cool courage in his able handling of the ship during this exceedingly hazardous voyage.

The Chief Engineer Officer did magnificent work in the engine room and it was due to his courage, skill and resource that the ship was kept going without any loss of speed. Had the ship stopped during the constant attacks she would almost inevitably have been lost.

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

Captain John Murray Cuthill, Master.
William Harold Owner Ryland, Esq., Chief Engineer Officer.

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

Charles Aloysous Milligan, Esq., Chief Officer.

The ship was sailing in convoy when she was torpedoed in darkness. The Master decided to abandon her and the crew were taken off.

The Master was determined to save his vessel if possible but weather conditions were bad and a favourable opportunity had to be awaited to re-board her. During the next five days, accompanied by his senior officers, he three times re-boarded the ship which was eventually taken in tow. The weather deteriorated however, and the towing wire parted. Strenuous efforts were made to re-connect the tow, but the weather got steadily worse and, with heavy seas sweeping over her, the ship gradually settled deeper in the water. When it was found that there was no further hope of salvage, the Master and his party of volunteers scrambled on to a raft, from which they were picked up.

Captain Cuthill displayed courage and great determination in his persistent efforts to save his ship.

Chief Engineer Officer Ryland and Chief Officer Milligan ably assisted the Master throughout, returning to the ship with him on all three occasions.

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

Captain James Dominic Donovan, Master.

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

Hubert Gerwyn Ham, Cadet.

The ship, sailing in convoy, was torpedoed. The sinking was so rapid and the weather so bad that only one boat could be lowered. When the boat was on the point of taking the water, it capsized and the occupants were thrown out. Some of them, and a number of the crew who had jumped into the sea as the vessel went down, managed to reach rafts and were later picked up.

Captain Donovan acted with great courage and coolness in the face of a swift and overwhelming disaster. He did everything possible to get the crew away in the boats and then returned to the bridge to search for some who were missing. He was washed from the lower bridge and was picked up after being in the water for nearly two hours.

After the ship sank, Cadet Ham, who is a strong swimmer, made his way to a raft on which the Chief Officer was lying injured. He held him on to the raft when he was in danger of being swept away by the heavy seas, and tended him until they were both picked up. Cadet Ham set a fine example throughout.

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

Eugene Daly, Boatswain.

The ship was sailing in convoy when she was torpedoed in darkness and sank within three or four minutes. Orders for abandonment were given at once but only two boats got away before the ship went down. Efforts to rescue members of the crew who were in the water were rendered extremely difficult owing to haze and heavy seas.

Boatswain Daly, without assistance, managed to launch one of the boats. Although alone he succeeded, in spite of the heavy seas, in picking up the Master. It was due to his initiative and courage that the Master and two other members of the crew were saved.

Donald McCallum, Cadet.

The ship was sunk in a convoy which sustained very heavy attacks while engaged in bringing essential supplies to the relief of Malta. When the ship was being abandoned the motor-boat on the port side was lowered without the plug in, and with the rudder not shipped. It was saved by the coolness

of Cadet McCallum, who went down a life-line into the boat and plugged it. Many lives were saved by means of this boat, which was the largest, and had she gone it would have meant severe over-crowding of the few other undamaged boats.

Augustin Joseph Stapleton, Able Seaman.

The ship, when sailing alone, was torpedoed and sunk. One of the boats made a voyage of 7 days in heavy weather before being picked up.

Able Seaman Stapleton displayed outstanding courage and skill. He steered the boat during the whole of a 48 hour gale until he collapsed. In the severe conditions, without his great endurance and his experience in sailing, it is very doubtful whether the boat would have reached safety.

Frederick William Treves, Cadet.

The ship was hit by bombs while in a convoy and burst into flames fore and aft. The fierceness of the fire forced an Officer who could not swim to jump overboard. Cadet Treves, who was on his first voyage, swam to where the Officer was struggling in the oily water, ordered him to keep still, and, taking him by the head, got him away from the ship. Treves then found a piece of wood, to which the man was able to cling for support until rescued. But for the coolness and skill of the Cadet, the Officer would have drowned.

COMMENDATIONS.

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

Chand Mian x Abidmian, Deck Lascar.
Alexander Coutts Brotherston, Esq., Junior First Engineer Officer.

Robert Brown, Esq., Third Engineer Officer.
James Dullenty, Esq., Fifth Engineer Officer.
William Elliott Graham, Esq., Chief Engineer Officer.

Captain George Eric Hodgson, Master.
Robert Cameron MacIntyre, Esq. (deceased), Chief Engineer Officer.

David Marshall, Esq., Second Engineer Officer.
John Laing Price, Esq., Third Radio Officer.
Alfred Arthur Smith, Esq. (deceased), First Radio Officer.

Captain Brinley Frederick Roberts Thomas, Master.

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