

ship and the occupants were thrown into the water. The Third Officer displayed great courage. Although continuously swept by heavy seas, he supported one of the injured men in the waterlogged boat, keeping his head above water for four hours until assistance arrived.

**Captain Philip Samuel Guy, Master.**

The ship was lying in harbour during a low dive bombing attack by enemy aircraft. The vessel's defensive armament was immediately manned and fire was opened with such good effect that several direct hits were observed on one of the attacking aircraft, which is reported to have crashed into the sea.

On another occasion, while the vessel was at the same port, another enemy aircraft attack developed and again her defensive armament went into action. Hits were observed on the plane which crashed into the sea some distance away.

Captain Guy has shown great courage in these and a number of other encounters with enemy aircraft and E-boats during his command of this and other small coasters running on the East Coast. His leadership and high standard of efficiency have set a fine example to his crew.

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

Leslie Vernon, Esq., Chief Officer.

Roland Moscrop-Young, Esq., Third Officer.

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

**James Henry Donaldson, Able Seaman.**

The ship, sailing alone, was torpedoed. Abandonment was ordered and all the crew, except four who had been killed by the explosion, got away in three boats or on rafts. No sooner had they got clear of the ship than she sank rapidly. The men on the rafts were transferred to one of the boats, an operation rendered difficult by reason of the heavy seas running.

The Chief Officer was in charge of a boat containing 34 persons. All through the night this boat lay to a sea anchor and it was due

to Mr. Vernon's courage, resource and skill that the boat survived the heavy weather. Two days later they were picked up.

Able Seaman Donaldson displayed outstanding devotion to duty, and ably assisted the Chief Officer in the handling of the boat during this critical time.

By his skilful seamanship, the Third Officer brought his boat, with its 27 occupants, to safety after a voyage of four days in heavy weather.

#### COMMENDATIONS.

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

William Allan, Esq., Chief Engineer Officer.  
Edward Albert Victor Braithwaite, Esq., Chief Engineer Officer.

James Charles Burnell, Boatswain.  
Peter Campbell Cooper, Esq., Junior Assistant Engineer Officer.

Arthur Crudgington (deceased), Greaser.  
Captain William White Dovell, Master.

Gilbert Foggin, Esq., Fourth Engineer Officer.  
George Thomas Goodwin (deceased), Greaser.

William Johnston, Esq., O.B.E. (deceased), Chief Engineer Officer.

Arthur Kilpatrick Linton, Esq., Chief Officer.  
Alistair McMurdo Livingstone, Esq., Third Radio Officer.

Francis McKenna, Esq., Senior Assistant Engineer Officer.

Charles John Mann, Esq., Second Engineer Officer.

Captain Charles Ernest Mason, Master.

James Murphy, Boatswain.  
Michael Joseph Murphy, Esq. (deceased), First Radio Officer.

Walter Pike, Able Seaman.  
Willie Reilly, Esq. (deceased), Second Radio Officer.

Frederick Simpson, Steward.  
William Skinner, Esq., O.B.E. (deceased), Chief Engineer Officer.

Alexander Stanley Smythe, Esq. (since deceased), Junior Third Engineer Officer.

Captain John Tristram Vivian, Master.  
Walter Whiting, Esq., First Radio Officer.

John Barbour Wylie, Esq. (deceased), Third Officer.

LONDON

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S.O. Code No. 65-35924