



THIRD SUPPLEMENT  
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TUESDAY, 16 MARCH, 1943

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

*St. James's Palace, S.W.1.  
16th March, 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 an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—*

Captain Harold Faulkner, Master.

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

Sidney Robert Milburn Turner, Esq., Fourth Engineer Officer.

The ship was dive bombed by six Japanese aircraft. Two of the attacking planes were probably destroyed by the intensive fire put up by the vessel. Several direct hits were sustained which caused extensive damage and the ship began to break up. Although he ordered the crew to the boats, the Master remained on board in the hope of saving the ship. Nothing further could be done however and, some time after the vessel was finally abandoned, she sank.

Captain Faulkner showed courage and coolness throughout and set a fine example. It was due to his excellent organisation that the whole of the crew was saved.

The Fourth Engineer Officer displayed outstanding devotion to duty during the attack.

He remained below and stopped the engines when required so that the ship lost way and boats and rafts could be got away in safety.

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

Captain Robert Edward Hopkins, Master.  
Richard Viner, Esq., Chief Engineer Officer.

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

Charles George Benjamin Broughton, Chief Officer.

The ship, sailing alone, was torpedoed. She remained afloat, but 20 minutes later was fired on by the submarine. The enemy fire was returned, two shells being seen to explode close to the submarine, which may have been damaged. Half an hour later, two torpedoes were seen coming towards the ship and evasive action was successfully taken. No further attack was made and under her own power the vessel was brought safely to a nearby port where an examination disclosed that she had sustained serious damage. When, however, it was found that there were no facilities for executing the extensive repairs required, the crew were eager to take the ship to a port where repairs could be effected. In spite of her damaged condition the ship put to sea and, after sailing alone through submarine-infested waters, eventually reached port.

The Master displayed courage and excellent leadership, and not only saved a valuable ship, but ensured her return to service in the shortest possible time.

The Chief Engineer Officer's cool courage was an inspiring example to all the engine-room staff.

The Chief Officer was conspicuous throughout for his good work.

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

Henry Norman Jones, Esq., Chief Engineer Officer.

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

Godfrey Brown, Esq., Chief Officer.

The ship was proceeding in convoy to Malta. In addition to incessant air attacks the convoy was attacked by surface vessels and submarines. All attacks were driven off and the vessel, with her valuable cargo, reached port safely.

The Chief Engineer Officer did excellent work and set a splendid example to the engine-room staff.

The Chief Officer showed great courage and outstanding leadership throughout this hazardous and arduous operation.

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

Captain Robert William Brundle, Master.

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

William Kelly Surtees Robinson, Esq., Chief Engineer Officer.

George Edwin Masterman, Esq., Chief Officer.

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

Ronald Peart, Chief Steward.

The ship, which was in an early convoy to North Russia, was torpedoed twice in rapid succession. The Master ordered most of the crew to leave the ship and stand-by in the boats, while he and the remainder stayed on board to inspect the damage. A third explosion occurred however, and those on board, and the crew who had been standing by, were transferred to another vessel. About three hours later the Master, with his crew, reboarded the ship. In spite of many difficulties and frequent enemy air attacks, during which she probably destroyed one enemy aircraft, the vessel was successfully towed to a North Russian port. The cargo was discharged, repairs were effected and the vessel has since returned to this country.

In addition to the dangers and perils of the trip, a serious fire occurred on board the vessel at the outset of the voyage. Prompt and efficient action was taken by the Master and the crew to extinguish the fire, which might have been disastrous having regard to the dangerous nature of the cargo.

The Master showed great fearlessness and skill and, by his courageous determination, was mainly responsible for saving a valuable ship and cargo.

The Chief Officer ably supported the Master and remained on board with him when the vessel was first torpedoed. He also displayed courage and promptitude in fighting the fire.

The Chief Engineer Officer displayed courage and devotion to duty, remaining in the engine room during the heavy air attacks and setting a fine example to the personnel. He did good work in fighting the fire and when the vessel was first torpedoed remained on board with the Master.

The Chief Steward did good work throughout, and fought the fire with determination and courage.

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

John Selkirk Gardner, Esq., Chief Officer.  
Charles Edward Pratt, Esq., Second Officer.

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

Carl Arnold Peterson, Carpenter.

The ship, sailing alone, was torpedoed in darkness when 428 miles from land. She foundered within ten minutes and only one boat could be launched. The Second Officer did good work in getting the boat away, and thirty-one survivors were rescued from the water. After being picked up, the Chief Officer took charge of the boat and by splendid leadership and resource brought it to safety after a voyage of 22 days. Carpenter Paterson was outstanding throughout. After helping to get the boat away, he set a fine example to all by his courage and cheerfulness. He gave the Chief Officer valuable assistance during the boat voyage.

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

Walter John Reader, Esq., Chief Officer.  
Duncan Campbell, Esq., Second Officer.

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

Husan Rosa, Carpenter.

The ship, sailing alone, was torpedoed and sank within four minutes. Despite the rapid sinking only three lives were lost. All the others on board, including 16 survivors of another vessel, got away in two boats, on four rafts and in a motor boat. The men on the rafts were picked up by the boats and all eventually reached safety.

The Chief Officer, who was in charge of one boat which made a voyage of 13 days, showed courage and resource in his control of operations and it was due to his excellent organisation and seamanship that the boat with its 25 occupants reached safety. He was ably assisted by Carpenter Rosa who righted one of the boats which had capsized in launching and who displayed initiative and resource throughout.

The motor boat, containing seventeen survivors, made a voyage of 28 days before being picked up. It was in charge of Second Officer Campbell who, despite the fact that he had been torpedoed twice in three days, displayed courage, skill and leadership in handling the boat and in the care of its occupants during the long voyage. He had previously been in charge of this boat when his own ship was sunk.

*COMMENDATIONS.*

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

Geoffrey James Mountford Archer, Esq.,  
Radio Officer.

John Brighthouse, Esq., Chief Engineer Officer.

Charles Edward Broad, Esq., Chief Officer.

James Stanley Johnson, Esq., Chief Engineer  
Officer.

John Stewart Gardner Johnstone, Esq., Third  
Officer.

James Sproul McLean, Esq., Third Engineer  
Officer.

Captain George Arthur William Mastin,  
O.B.E., Master.

Charlie Goldsworthy Mathews, Esq., Second  
Engineer Officer.

Captain Robert Cecil Gilbert Neville, Master.

Eric Frank Phillips Pointon, Esq., M.B.E.,  
Third Officer.

Richard Howard Le Gai Young, Esq., Second  
Officer.

## LONDON

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