



# THIRD SUPPLEMENT TO The London Gazette

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TUESDAY, 30 MARCH, 1943

## CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1,  
30th 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 Additional Officers of the Civil Division  
of the Most Excellent Order of the British  
Empire:—*

Captain Frederick Briggs, Master.

The ship was being brought to the United Kingdom for repair and overhaul when she was engaged by an enemy aircraft which circled round the ship six times attacking with machine-gun and cannon fire. A fine defence was put up by the ship and the enemy was beaten off.

The Master displayed outstanding courage. Although wounded by splinters he continued to direct operations and it was due to his leadership and inspiring example that the vessel was brought safely to port.

Captain Griffith Lawrence Evans, Master.

The ship, sailing in convoy, was torpedoed in darkness. Although she was badly damaged, the engines were intact and the Master decided to get her to the nearest port. Pumps were kept going but the wind and sea increased considerably, the fore-deck became awash and, with the propellers out of the water, the ship was unmanageable. The Master decided to abandon her and to stand-by in the boats which, with difficulty, were got away. Throughout a night of heavy weather, the boats laid to sea anchors. In the morning the Master made an effort to board the vessel which was listing heavily.

The weather, however, was too bad and as there was no hope of saving her the Master ordered the boats to make for land, which they all reached safely. Captain Evans displayed great courage and determination in his efforts to save his ship.

Captain Douglas Hunter Gray, D.S.C., Master.  
Hugh Foulkes, Esq., Chief Engineer Officer.

An old vessel, badly in need of repair, was being brought to the United Kingdom when she encountered very heavy weather and serious machinery defects became apparent. Further damage was sustained when an enemy aircraft attacked her with machine-guns and cannon.

On the orders of the Master, fire was not returned until the machine was well within range. On the aircraft's third run over the ship, fire was opened and the enemy was badly damaged and probably destroyed.

Captain Gray displayed courage and determination throughout the voyage and it was due to his skilful leadership that the enemy attack was beaten off and the vessel brought safely to port.

The Chief Engineer Officer was outstanding and showed great devotion to duty. He remained constantly in the engine-room, and when the boiler tubes blew out, he went inside the boiler to effect repairs. His work in the engine-room greatly contributed to the vessel's safe arrival.

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

Captain James Kennedy, Master.

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

Neil Murray Coleman, Esq., Third Radio Officer.

The ship, sailing alone, was torpedoed. As a precautionary measure one of the boats,

with thirty members of the crew, was immediately lowered and pulled clear of the ship. Meanwhile the Master swung his ship stern on to the submarine and opened fire. Only one round however had been fired when a second torpedo hit the ship and set her on fire. With the ship burning fiercely the Master and the remainder of the crew ran through the flames to the forecastle head and dived overboard. After swimming for three hours, a raft was sighted which the Master and others managed to reach. It was badly damaged and had neither water nor provisions. The survivors clung to the raft for about 26 hours before they were picked up by a rescuing ship which had answered the distress signals sent out when the vessel was first torpedoed.

The Third Radio Officer showed great bravery and devotion to duty. He remained in the Wireless Room and held a broken wire in position while distress messages were transmitted. He did not leave until forced to do so by the enveloping flames.

The Master displayed outstanding courage throughout. He did his best to fight the submarine and tried to safeguard the lives of his crew by getting the majority away in a boat at an early stage.

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

Robert Hawthorne Carruthers, Esq., Second Officer.

The ship, sailing in convoy, was torpedoed in darkness. A large fire broke out forward and the vessel sank within eight minutes. Orders for abandonment were given and a number of the boats got away safely, but owing to the rapid sinking of the vessel some of the crew were thrown into the water.

The Second Officer displayed outstanding courage and resolution throughout. He was in charge of one of the boats and got the occupants safely to a rescuing ship. He then set out with a volunteer crew and succeeded in picking up several of those who were swimming amongst the wreckage.

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

William Massie Duncan, Esq., Chief Officer.  
Kenneth George Eaton, Esq., Third Officer.  
Stanley Powell, Esq., Radio Officer.

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

George Cuthbert, Fireman.  
James Francis Kirkwood, Seaman.

The ship, sailing alone, was torpedoed 300 miles from the nearest land and sank within three minutes. The Chief Officer, seeing a number of the crew attempting to lower a boat, jumped into it with the intention of cutting the falls as, owing to the heavy list, the boat was resting on the ship's side. The ship, however, sank too quickly and took the boat down with her. The Chief Officer and two members of the crew managed to reach an upturned boat which had floated clear of the ship. For two and a half days they clung to the bottom of this

boat until weather conditions permitted it to be righted. The boat was found to be badly waterlogged and nearly all the equipment, food and water had been washed away. During the next six days two of the occupants of the boat died leaving the Chief Officer alone. Five days later he was picked up.

Chief Officer Duncan acted with courage and resource in attempting to release one of the boats when the ship was sinking and he displayed outstanding qualities of fortitude and endurance throughout the whole of his tremendous ordeal.

When the ship sank, nine other members of the crew managed to reach three rafts, which they lashed together. They attempted without success to reach the upturned boat to which the Chief Officer was clinging. During the first night in the heavy seas one of the three rafts broke adrift and disappeared with three of the crew. The remaining two rafts kept together for about ten days, when one of the men died. During this period the remaining rafts were capsized several times by heavy seas and eventually one of them began to break up. The men on this raft were transferred to the remaining sound raft, but during the operation another man was lost. Four men now remained on the last raft, on which they drifted for a further five days before being picked up.

Great courage and fortitude were displayed by Third Officer Eaton, Radio Officer Powell, Fireman Cuthbert and Seaman Kirkwood during the fifteen days they were adrift.

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

Edward James Mann, Able Seaman.  
Frederick William Walters, Able Seaman.

While steaming to rejoin her convoy after engine trouble, the ship was hit by two torpedoes in darkness and capsized within an hour. Owing to the list it was impossible to get away any of the boats but, with great difficulty, one of the rafts was launched and seven of the crew, including three who had been injured, managed to board the raft before it drifted away from the ship. After drifting for eight days through heavy seas, the raft was washed on to the rocks of an uninhabited island. Some hours later the survivors were seen by fishermen and a rescue party was brought from a nearby port.

Able Seamen Mann and Walters displayed outstanding courage, resource and fortitude throughout. When the raft was launched they took charge and made gallant but unsuccessful efforts to rescue others from the sea.

They strictly rationed the issue of food and water, improvised temporary sails, and did their utmost to aid their injured companions.

#### COMMENDATIONS.

Those named below have been Commended for brave conduct when their ships encountered enemy ships, aircraft, submarines or mines:—  
Gordon Andrews, Esq., Second Officer.  
Norman Bennett, Able Seaman.  
Captain John Wilfred Brougham (deceased), Master.  
Henry Edward Bulmer, Esq., Fourth Officer.

Frederick Ronald Clark, Esq. (deceased), First  
Radio Officer.

James Dougall Dempster, Esq., Radio Officer.

Arthur William Edwards, Esq. (deceased),  
Third Officer.

Lillie Ann, Mrs. Green (deceased), Stewardess.

Captain James Bennett Hall, Master.

John William Hubbard, Esq., Fourth Engineer  
Officer.

Captain Thomas Arthur Kent, Master.

Captain Willie Furneaux Putt, Master.

Samuel John Rennels, Esq. (deceased), Second  
Officer.

Captain Thomas Stevens, Master.

Robert William Wilkinson, Esq., Third Officer.

Percy Henry Witchell, Able Seaman.

The London Gazette Supplement Number  
35941 of 16th March, 1943, page 1255, should  
be corrected as follows, *for* Sidney Robert  
Milburn Turner, Esq., *read* Sidney Robert  
Milburn Turnbull, Esq.

#### LONDON

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