

them together until a raft was reached. When he was picked up by a boat from a rescuing ship, he directed the way in the darkness to another raft from which four persons were rescued.

Cadet McKibbin displayed courage and devotion to duty on board the sinking ship. He remained at the wheel until he was forced off the bridge by the flames.

Winchman Clark, who is 65 years old, remained at his post until the ship was finally abandoned and carried out his duties with courage and coolness.

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

Captain James Scott Cameron, Master.

The convoy in which the ship was sailing was subjected to heavy submarine attacks. Another ship, which was engaged in picking up survivors, was torpedoed and calls for assistance from this and other ships were received by Captain Cameron. Despite the presence of enemy submarines, one of which actually closed in on his ship, and in circumstances of great difficulty and danger, the Master succeeded in picking up 84 survivors.

He displayed great courage in the rescue operations and it was mainly due to his skill and resource that so many lives were saved.

Captain William Paul Boylan, Master.

Captain Robert Hardy, M.B.E., Master.

Captain John Williams, Master.

Captain John Richard Williams, Master.

John Anderson, Esq., Chief Engineer Officer.

James Withers Firth, Esq., Chief Engineer Officer.

James Henry Harrison, Esq., Chief Engineer Officer.

James Frederick Jack, Esq., Chief Engineer Officer.

John Symons Penwill, Esq., Chief Engineer Officer.

Edward Toolan, Esq., Chief Engineer Officer.

For outstanding courage and skilful seamanship during the passage of an important convoy, which was subjected to heavy and sustained attacks by enemy submarines.

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

Captain John Morris Loyn, Master.

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

Jack Rigby, Esq., Third Officer.

The ship, with a full cargo of oil, was torpedoed and sustained severe damage. The Master determined to make every effort to save his ship. He ordered full speed ahead and, although steering was difficult owing to her damaged condition, the vessel rejoined the convoy and was brought safely to port with her cargo intact, after steaming nearly 400 miles. It was due to the great courage, determination and skill displayed by the Master, that this valuable ship and cargo were saved.

The Third Officer behaved with great gallantry throughout. When the ship was hit he immediately went forward and searched the debris for survivors. The work had to be carried out with the ship going at full

speed and plunging into the water. These conditions made the work particularly hazardous as the fore-castle had been practically blown away and was open to the sea beneath.

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

Captain Donald Kennedy Blyth, Master.

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

William Hugh Holden, Esq., Third Engineer Officer.

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

Alexander Oman, Boatswain.

The ship was torpedoed in darkness and set on fire. Some of the crew got away in boats, but nine of them, including the Master, were cut off by the flames and forced to jump into the sea. Led by the Master, they swam away from the ship and were in the water for nearly eleven hours before they were sighted by a seaplane which dropped two rubber dinghies close to them. Seven of the men, although suffering from burns, reached the dinghies but one died shortly afterwards. A few hours later the survivors were picked up by one of the ship's boats which reached land the following day.

The Master showed great courage throughout this tremendous ordeal. Although he was handicapped by an artificial leg which had been damaged by the explosion and had to be removed before he jumped overboard, he was the first to reach the dinghies and he assisted in picking up his companions. It was due to his gallant leadership and brave example that the majority of his party survived.

The Third Engineer displayed outstanding devotion to duty. He stopped the engines when the vessel was first hit and, although the fire above him was spreading rapidly, he remained below long enough to check the way on the ship which enabled the boats to be launched safely.

Boatswain Oman was in charge of one of the boats and it was due to his bravery and determination that many lives were saved.

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

Captain Joseph Wilson, Master.

Andrew Charles Murray Black, Esq., First Officer.

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

Samuel Baxter Allan, Esq., Junior Engineer Officer.

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

Ephraim Addison, Able Seaman.

Trevor Roach, Assistant Steward.

William James Shuckford, Quartermaster.

Robert Edward Summerton, Assistant Steward.

The ship was torpedoed and badly damaged. As she immediately began to sink by the head, orders were given to stand by the