



SUPPLEMENT

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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.

6th July, 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 George Medal and 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 Commander of the Civil Division of the Most Excellent Order of the British Empire:—*

Captain Frederick Stewart Hamilton, Master.

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

George Alexander McGregor, Esq., Chief Engineer Officer.

Robert William Coen, Esq., Chief Officer.

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

William Percy Fell, Esq., Third Engineer Officer.

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

David Ritchie, Able Seaman.

The ship, sailing alone, was torpedoed when 220 miles from the nearest land. The explosion caused severe damage and two of the ship's holds were flooded immediately. Course was altered away from the enemy and speed increased until clear of the danger area. The ship was very unstable owing to the flooding of the holds but, in spite of very heavy seas, she was successfully brought to anchor at a port. As the weather remained bad it was considered advisable to put the crew ashore. The next

day the Master, with his senior officers, reboarded the ship. Repairs were urgently necessary and the ship, manned by a nucleus crew, was steamed to another port, but the repair facilities there were very limited. Materials and skilled labour were scarce and the timber used to form a pad over the huge rent in the ship's side was sawn from trees felled in the neighbourhood. By keen determination, hard work and excellent co-operation, however, temporary repairs were executed which enabled the ship to steam to the United Kingdom.

By his great courage and skilful handling Captain Hamilton was successful in saving a valuable ship and the major portion of her cargo. It was mainly due to his determination and resource that the very extensive damage was successfully and quickly repaired with the limited facilities available.

The Chief Engineer Officer was of great assistance to the Master in bringing the ship to safety, and he helped materially in planning and executing the extensive repairs.

The Chief Officer showed courage and coolness when the ship was hit. He ably assisted the Master throughout and set a high example by his cheerfulness and devotion to duty.

The Third Engineer Officer courageously carried out his duties and was largely responsible for making it possible for the Master to manœuvre the ship and evade further attack.

Able Seaman Ritchie set a high example by his courage and devotion to duty, cheerfully carrying out his duties at all hours in trying and difficult conditions.

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

Captain Joseph Douglas Miller, Master.

The ship was one of a convoy which was under continuous and heavy attacks by U-boats for several days. She was torpedoed

in darkness and the whole of the after-part of the ship was soon enveloped in flames. Nothing could be done to save her and the Master led some of the crew to the fore deck where they were able to launch one of the boats. By concentrated efforts, the occupants pulled clear of the danger area and a search was made for survivors. Shortly afterwards the boat was picked up.

The Master displayed great courage in this tremendous ordeal. Although badly injured he retained control and, but for his skill and judgment, it is probable that more lives would have been lost.

Captain William Douglas Shields, Master.

The ship sailed in a convoy which was subjected to heavy submarine and air attack. A spirited defence was put up and during engagements with enemy aircraft one of the attacking planes was probably destroyed by the vessel. She reached port safely and performed particularly valuable services in northern waters. On many occasions during this period she was subjected to heavy air attacks.

Captain Shields displayed great courage and skill throughout this long, difficult and dangerous voyage, the success of which was undoubtedly due to his excellent leadership, efficiency and good organisation.

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

Captain William Laidler, Master.

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

Bertie King, Esq., Chief Radio Officer.

The ship, sailing in convoy, was torpedoed in darkness. She sustained serious damage and the engines were stopped. As the ship was sinking rapidly by the stern, abandonment was ordered and this was successfully carried out in spite of adverse weather conditions.

The Master acted with courage and determination throughout. It was entirely due to his coolness, excellent judgment and organisation that the vessel was successfully abandoned in the heavy weather conditions with such small loss of life. He remained on board to the last in an effort to save his ship and only left as she went down.

The Chief Radio Officer displayed outstanding courage and devotion to duty, remaining on board until the end.

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

Captain George Johnston Law, Master.

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

Ronald Atkinson, Esq., Third Engineer Officer.

The ship was attacked by enemy aircraft and, although a spirited defence, in which all guns were in action, was put up, she received a direct hit, which caused severe damage and flooding. Every effort was made to save the vessel, the crew working continuously for

24 hours nursing her along at reduced speed. In spite of their efforts however, she began to sink and abandonment was ordered.

The Master displayed great courage and determination in his efforts to save the ship and it was due to his excellent organisation and leadership that the vessel was abandoned without the loss of a single life.

The Third Engineer Officer showed courage and devotion to duty of a high order, remaining on duty in the engine-room while the vessel was under attack and carrying out his duties to the last in circumstances of great difficulty and danger. By his courage and efficiency he set a fine example to the engine-room staff.

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

Captain Thomas Edric Cooper Earl, Master.

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

Gordon Edward Hugh Hopkins, Esq., Chief Officer.

Maurice George Brookfield, Esq., Second Officer.

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

Ellie Bux X Zafir Ali, Seacunny.

The ship, sailing alone, was torpedoed. Extensive damage was caused and, as she was sinking, abandonment was ordered. Although one of the boats was destroyed by the explosion and another was up-ended in the heavy weather, the crew got away successfully in the remaining boats and all eventually reached safety without the loss of a single life.

After ensuring that all those on board were got away, the Master took charge of one of the boats. The voyage was arduous but, although many of the occupants were suffering from exposure and exhaustion, all were brought to safety. The boat was within one day's sail of port when, after sixteen days, it was picked up. Captain Earl displayed great courage and skill throughout and it was due to his excellent organisation that all the persons on board were able to abandon ship without casualty.

Seacunny Ellie Bux X Zafir Ali was of great assistance to the Master during the boat voyage, his courage and cheerfulness setting a fine example to the others in the boat.

The Chief Officer was in charge of the second boat and showed courage and leadership of a high order. The boat made a voyage of 14 days and was navigated by Mr. Hopkins, unaided, to port. It was entirely due to his skill and leadership that the occupants reached safety.

The Second Officer took charge of the third boat. After a varied and adventurous voyage which lasted ten days, a landfall was made. The landing place, however, was uninhabited and Mr. Brookfield, provisioning his party with stores and gear from the boat, marched them for three days across the desert to a small habitation where he was able to get another boat in which they made a voyage of five days to a nearby port.

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

Captain Victor Harding, Master.

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

Harold Franklin Brown, Esq., Fourth Engineer Officer.

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

Arthur Edward Jurd, Chief Rigger.

Fred Kirby, Able Seaman.

A ship was attacked and set on fire by the enemy. Flames were quickly spreading and ammunition was bursting when a party from another ship boarded her. They fought the fire until all hands were exhausted. A relief party was sent but it was soon found necessary to abandon the efforts to quench the fire. The ship burnt to water level and sank while in tow.

Captain Harding showed great determination and doggedness in boarding the fiercely blazing ship, disregarding the danger from the constantly exploding ammunition.

Mr. Brown displayed great courage and his inspiring leadership set an example to all. He remained below decks amongst exploding ammunition throughout the entire operations.

Chief Rigger Jurd and Able Seaman Kirby carried out fire-fighting below decks with great courage and disregard of personal safety.

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

Captain John Barlow Hodge, Master.

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

Cristiaan Siemssen, Esq., Chief Officer.

Reginald Henry Hann, Esq., Fourth Engineer Officer.

George Edward Anderson, Esq., Fifth Engineer Officer.

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

Thomas McKee, Greaser.

The ship was proceeding in convoy when she was torpedoed and set on fire in heavy weather. Some of the crew were cut off aft, and the two after boats were destroyed by the flames. The ship's course was immediately altered so that the flames blew clear of her, thus providing access to aft on the weather side. A boat was then launched to embark those who had not escaped. Part of the fire-fighting apparatus had been damaged by the explosion and despite strenuous efforts the fire spread. Another boat was launched and further members of the crew embarked, but the Master and a number of others remained on board and continued to fight the flames. Their efforts however, were unsuccessful and they were forced to abandon the ship by means of rafts.

Captain Hodge behaved with great gallantry throughout. After first ensuring the safety of the majority of his crew, he

made determined efforts to save his ship. Only one of the crew was lost and the rescue of the remainder was due mainly to the Master's skill and excellent organisation.

The Chief Officer courageously and ably assisted the Master. When the fire broke out he immediately pulled the ship off her course and manœuvred her to keep the flames clear of the poop. His prompt action undoubtedly saved many lives.

The Fourth and Fifth Engineer Officers and Greaser McKee displayed great courage and devotion to duty. They were on watch when the ship was hit, and remained at their posts in the engine-room until ordered to leave.

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

Thomas Cuthbert Gorman, Esq., Chief Engineer Officer.

*Awarded the George Medal:—*

George Denis Howes, Esq., Second Officer.

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

Francis Nock, Able Seaman.

The ship, sailing alone, was torpedoed and sank within five minutes. Owing to the heavy list and rapid sinking only one boat could be launched, and many of the crew had to jump into the water. Another boat, however, floated clear when the ship sank and a number of men got into it. When the Master was taken prisoner by the submarine, the Second Officer, who was in the Master's boat, took charge, and with twenty-one of the crew made a voyage of forty-nine days before being rescued. Although rationing was introduced from the beginning the food was finished on the thirty-fourth day, and there was only a reduced water ration for the last fifteen days. Throughout this ordeal, Second Officer Howes displayed sustained courage of a high order. It was mainly due to his inspiring leadership and unremitting efforts that all the occupants of the boat were brought to safety.

The Chief Engineer Officer showed great courage and ably assisted the Second Officer. His knowledge of sailing and handling the boat contributed greatly to the successful termination of the voyage. Towards the end, when there seemed to be little prospect of survival, Mr. Howes and Mr. Gorman, by their splendid example, kept up the spirits of the others and never allowed hope to fade.

Able Seaman Nock displayed courage and devotion to duty throughout and was of great help in the working and handling of the boat.

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

George Cyril Joyce, Esq., Second Officer.

Frederick Robert Young, Esq., Third Engineer Officer.

The ship, sailing in convoy, was torpedoed in darkness and sank within twenty minutes. When it was seen that the ship could not be saved, abandonment was ordered. The crew got away safely in two boats, one of which made a voyage of 10 days before being picked up. Great hardship, due to the bitter

weather, was suffered by the occupants and one of them died. The others, although suffering from exposure and frostbite, came through their ordeal successfully.

The Second Officer, although suffering greatly from exposure, showed great courage and devotion to duty in handling the boat for long hours in very bad weather. It was largely due to his determination and skill that its occupants were brought to safety.

The Third Engineer Officer displayed courage and resource of a high order. During the boat voyage, boxes of lard were seen floating round the boat. Mr. Young retrieved three of these, but in so doing he had to remain immersed in the sea head downwards for considerable periods. The contents of the boxes proved of great value to the occupants of the boat. He also did good work in re-shipping and repairing the rudder which was many times carried away, thus exposing himself to the heavy weather conditions.

Harvey Lyne, Esq., Third Officer.

When his ship was engaged in rescuing survivors, Mr. Lyne displayed great courage in going over the side on several occasions to assist survivors up the rescue nets. He was also lowered into the heavy seas to put a line around a seaman who had been washed off a capsized lifeboat. In addition he made strenuous efforts to get a boat away from the ship to pick up further survivors, but the heavy seas swamped the boat and it sank. It was due to these gallant efforts that several lives were saved in spite of the heavy weather and difficult conditions.

Charles Scott Marshall, Esq., Senior Radio Officer.

The ship was torpedoed and sustained severe damage. She had to be abandoned, the crew getting away in one boat and on two rafts.

The Chief Radio Officer displayed great courage and devotion to duty in hazardous and difficult circumstances. He remained behind and made repeated efforts to get out a distress message using every method and improvisation at his disposal. He was among the last to leave the ship which sank when a second explosion occurred.

The survivors were picked up the following morning.

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

Thomas Maldwyn Jenkins, Esq., Senior Radio Officer.

Frank Bernard Howe, Esq., Third Officer.

*Awarded the George Medal:—*

Vernon Gordon Allenby Upton, Esq., Second Officer.

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

George Alfred Matthews, Fireman.

Percy Daniel, Ship's Cook.

The ship, sailing alone, was torpedoed. She listed to port and settled slowly by the head. Orders were given to abandon her and two boats and a number of the ship's rafts were successfully launched. While the last raft was still alongside a second torpedo

hit the ship and she went down almost immediately. The Master was lost with the ship and after abandonment the Chief Engineer Officer and Chief Officer were taken prisoner by the submarine.

The Second Officer was responsible for the safe launching of the two boats and he was among the last to leave the ship. He took charge of both boats, ensuring that they kept together. He also dealt with all the problems of navigation and discipline. One of the seamen had been injured and Mr. Upton gave him special attention which in all probability saved his life. It was undoubtedly due to the sustained courage, leadership and resource of this young officer that the occupants of the boats reached safety, after a voyage of thirteen days.

The Third Officer was in charge of the second boat and he was of great assistance to the Second Officer. His courage and example contributed greatly to the successful boat voyage.

The Senior Radio Officer showed courage and devotion to duty throughout. The wireless was damaged when the ship was hit but he remained at his post and, after getting the transmitter into working order, continued to transmit messages until shortly before the second torpedo struck. He got away as the ship sank.

Fireman Matthews showed courage and resource. He ably assisted the Second Officer as did Ship's Cook Daniel, who set a fine example by his courageous demeanour.

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

Robert McKillop, Esq., First Officer.

*Awarded the George Medal:—*

Robert Vincent Burns, Esq., Chief Officer.

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

George James Keggen, Carpenter.

William Thomas Hughes, Boatswain's Mate.

The convoy in which the ship was sailing was attacked by enemy aircraft. A direct hit was made on the ship by a heavy bomb which did not explode. One end of the bomb was seen to be smoking but a volunteer party immediately tackled its disposal. This party carried the bomb along one of the ship's alleyways and threw it overboard through one of the ship's side doors. Throughout the operation the air attack on the convoy continued.

The Chief Officer displayed outstanding bravery and led the party with complete disregard of his personal danger. Inspired by his courage and leadership the party manhandled the bomb and got it overboard, probably averting a major disaster to the ship.

The First Officer courageously assisted the Chief Officer, and the work of Carpenter Keggen and Boatswain's Mate Hughes was outstanding.

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

Donald Edwards, Esq., Chief Radio Officer.

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

William Palmer, Boatswain.

The ship, sailing in convoy, struck a mine in darkness. The explosion wrecked the whole machinery space and caused the boilers to blow up. Two of the boats were also destroyed. When it was seen that there was no chance of saving the vessel, abandonment was ordered and shortly afterwards the survivors were picked up by another ship.

The Chief Radio Officer displayed outstanding qualities of skill and leadership in getting one of the boats away while the Master was semi-conscious from blast and temporarily incapacitated. He then took charge of the boat, organised the men to pump out the water and generally assumed command.

Boatswain Palmer showed great courage, devotion to duty and initiative. When the ship was hit, he got the crew together on the after part of the ship so they would be rescued by one of the boats. One of the Engineer Officers was lying seriously injured on deck and Boatswain Palmer, by means of a cargo basket, successfully lowered him into one of the boats, thereby undoubtedly saving his life.

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

Salli Dipre, Cook.

The ship, sailing alone, was torpedoed and sank within six minutes. As there was not time to lower the boats the crew had to jump overboard. They were distributed later between two boats and a raft which had floated clear of the ship. All the survivors were picked up and landed the next day.

Cook Salli Dipre displayed outstanding courage and devotion to duty. After the vessel sank, he helped survivors who were in the water to reach floating wreckage, thereby saving many lives.

COMMENDATIONS.

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

Walter Lawrence Allison, Esq., (deceased), Chief Officer.  
 Captain Leslie Anderson, Master.  
 William Walton Armstrong (since deceased), Fireman.  
 Percy George Barnes (deceased), Fireman.  
 Andrew Cross Beattie, Esq., Chief Engineer Officer.  
 Thomas Lewis Blair, Esq., Chief Officer.  
 Harry Frederick Boman, Carpenter.  
 Charles Pearson Bridgewood, Esq., Chief Officer.  
 Michael Paul Casey, Boatswain.  
 John Patrick Chant, Deck Boy.  
 Alleyne Milbanke Chapman, Esq., Second Officer.  
 Thomas Collin, Second Electrician.  
 Captain Sidney Pattinson Dodgshon, Master.  
 Walter Frederick D'Orsey, Esq., Chief Engineer Officer.  
 Ronald Dryden, Esq., (deceased), Fourth Engineer Officer.  
 Captain Maurice James Edwards, Master.  
 John Evans, Esq., Chief Officer.  
 Francis Buller Fairweather, Esq., Chief Officer.

Jack Flett, Esq., Chief Officer.  
 William Gilchrist, Esq., Chief Officer.  
 William Harris Gordon, Able Seaman.  
 Roland Gilbert Gould, Esq., Radio Officer.  
 George Hamilton, Esq., Chief Officer.  
 Robert Hunter Henderson (deceased), Cadet.  
 Lindley Baden Hendry, Steward.  
 Norman George Hooper, Esq., First Radio Officer.  
 Edward Briggs Hyde (deceased), Apprentice.  
 Gerald Michael Jackson, Esq., (deceased), Second Officer.  
 Rudolph Alexander Johannesen, Esq., (deceased), Second Officer.  
 Captain Victor Alfred Richard Jury, O.B.E., Master.  
 Captain Robert James Lee (deceased), Master.  
 Cecil Leybourne, Esq., Chief Engineer Officer.  
 James Lovie, Esq., Second Radio Officer.  
 Walter Barrie McDaid, Storekeeper.  
 Captain Hugh Mackinnon, Master.  
 Dennis George Mee, Ordinary Seaman.  
 James Nicholson Meeks, Apprentice.  
 Godfrey Memoh, Gangwayman.  
 Sultan Mian X Tooka Mian, Greaser.  
 Arnold Payne, Esq., Sixth Engineer Officer.  
 Captain Oswald Franklin Pennington, Master.  
 William Charles Edgerton Perkes (deceased), Greaser.  
 Launcelot Richardson, Able Seaman.  
 Hedley Vernon Savage, Esq., Seventh Engineer Officer.  
 Stanley Strang (deceased), Cadet.  
 Captain Frederick William Swinbanks, Master.  
 George Thomson, Esq., Third Engineer Officer.  
 Samuel Angus Ward (deceased), Able Seaman.  
 Archibald Campbell Buller Watson, Esq., Chief Engineer Officer.  
 Frank Weatherell, Deck Hand.  
 Geoffrey McConnochie White, Esq., Chief Officer.  
 Captain William Henry Williamson, Master.  
 Christopher Young, Able Seaman.

The appointment of Captain Hugh Tait announced in Gazette No. 36035 of 4th June, 1943, page 2498, is now dated 19th May, 1943.

*Ministry of War Transport,  
Berkeley Square, W.1.*

6th July, 1943.

The KING has been graciously pleased, on the recommendation of the Minister of War Transport, to make the following awards:—

*The Bronze Medal for Gallantry in Saving  
Life at Sea.*

Douglas Loughton, Esq., (deceased), Third Engineer Officer.

Third Engineer Officer Loughton's ship was sailing in convoy when an enemy attack developed which resulted in the loss of another ship. Cries for help were heard from the water. Third Engineer Officer Loughton, who was on deck off watch, heard the cries and immediately dived overboard to render assistance. The convoy was still under attack and, although another ship stopped to pick up survivors, Mr. Loughton was not seen again.

Third Engineer Officer Loughton sacrificed his life in attempting to save others. His action in jumping overboard from a moving

ship in darkness and in the midst of an enemy attack was undertaken without thought of self.

Alan Charles Thayne, Esq., Second Radio Officer.

When the ship in which Mr. Thayne was serving was torpedoed, a number of the crew managed to reach a small raft. As the ship sank, the signal mast came down on top of the raft, which capsized and carried the occupants under the water. Several underwater explosions occurred and the survivors were shot to the surface. Although almost completely exhausted, they managed to reach the raft and cling to it. It was then that one of the officers was seen floating in the water some distance away, face downwards and evidently unconscious. He had been struck by wreckage, his life-saving waistcoat was torn and he was clearly on the point of drowning. Second Radio Officer Thayne immediately swam to his assistance and, with difficulty, managed to bring him to the raft. There he helped him to cling on until they were both picked up nearly two hours later.

Second Radio Officer Thayne, although almost exhausted and without his lifejacket,

left the comparative safety of the raft to help his shipmate, without thought of his own safety. His very gallant action undoubtedly saved the officer's life. Had any further explosions occurred while the rescue was taking place there would have been little chance of survival.

William Stewart Wheeler, Lamptrimmer.

Lamptrimmer Wheeler's ship, carrying a number of passengers, was torpedoed in darkness. As the vessel was sinking rapidly, abandonment was ordered. During the abandonment one of the boats was up-ended and the occupants were thrown into the sea. Other boats which had got clear were picking up survivors when the cry of a small child was heard some distance away. Wheeler immediately dived into the water, swam through floating wreckage for a distance of about 600 yards to the child and supported it for over 30 minutes until they were found by another boat and picked up.

Lamptrimmer Wheeler displayed great courage in plunging overboard into a choppy sea covered with wreckage. But for his gallant action the life of the child would undoubtedly have been lost.

#### LONDON

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