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CENTRAL, CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
17th August, 1943.*

The KING has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire 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 Edward Bacon, Master.

The ship, sailing in convoy, was torpedoed and sustained considerable damage. The Master decided that she could be saved and, with the help of a number of the crew who remained on board with him, was able to get the vessel in tow.

Captain Bacon acted with outstanding courage throughout and it was due to his determination and skill that the severely damaged ship was brought safely to port.

Captain Sidney Thomas Dunster, Master.

The ship played a vital part in carrying oil and petrol to forces operating off the coast of North Africa and was the focus of sustained and heavy air attacks. So skilfully was she handled by her Master and so efficient was her barrage that she sustained no damage, and performed invaluable work.

In addition to this service, her Master did well in two Malta convoys earlier in the war. His courage and resource have been unflinching.

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

Captain Herbert Spencer, D.S.C., Master.

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

Robert William Crome, Esq., Second Officer.

The vessel was acting as Commodore ship and was subjected to particularly heavy air attack. Evasive action had to be taken constantly and her defensive armament was continually in action, several hits being observed on the enemy aircraft. Despite the fierceness of the attacks she was so skilfully handled that she was brought into port undamaged.

The Master displayed courage and leadership of a high order, handling his ship magnificently. It was due to his splendid organisation and example that such a spirited and effective defence was put up on all occasions.

The Second Officer who was in charge of all the guns, behaved with courage and coolness throughout. His efficient control of the ship's armament was such that all attacks were beaten off and several hits were scored on the enemy aircraft.

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

Samuel Douglas Haines, Esq., Chief Radio Officer.

The ship, sailing alone, was torpedoed. Severe damage was sustained and abandonment was ordered. The Chief Radio Officer behaved with outstanding courage and

devotion to duty. He remained on board to the last in an endeavour to repair the wireless and to send a distress message. The survivors were rescued on the following day.

Captain William Roy Reynolds, Master.

The ship left Singapore for Rhio, in the Island of Bintan, where the Master put her to the service of the Dutch authorities. He was asked to take 262 people to Sumatra, and of these, he placed 216 in a small steamer, the rest in his own vessel, and brought them all to safety. He then brought away 72 men of the British forces, including 17 gravely wounded, who were on the island of Pom Pong. On a second journey to this island he withdrew a further 96 men. From then Captain Reynolds was constantly employed in transporting men of the British armed forces and civilians. He brought some 1,110 people in safety from Sumatra to India. The conditions of service were at all times arduous, and the vessel was often exposed to heavy attacks from Japanese aircraft. The Master's exceptional knowledge of Far Eastern waters, and his courage and keen spirit of enterprise enabled him to do much valuable work despite the very limited carrying capacity of his ship.

COMMENDATIONS.

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

John William Dixon, Able Seaman.
Joseph Hogg, Esq., Third Officer.
Richard Jones, Able Seaman.
John Beaumont Owles, Cadet.

*Ministry of War Transport,
Berkeley Square, W.1.
17th August, 1943.*

The KING has been graciously pleased to make the following award:—

The Albert Medal.

Gordon Love Bastian, Esq., M.B.E., Second Engineer Officer, Merchant Navy.

The ship in which Mr. Bastian was serving was torpedoed and sustained severe damage. Mr. Bastian was on watch in the engine-room when the ship was struck. He at once shut off the engines. He then remembered that two firemen were on watch in the stokehold. The engine-room was in darkness and water was already pouring into it. Although there was grave risk of disastrous flooding in opening the watertight door between the stokehold and engine-room, Mr. Bastian did not hesitate but groped his way to the door and opened it. The two firemen were swept into the engine-room with the inrush of water. One man had a broken arm and injured feet and the other was badly bruised and shaken. Mr. Bastian made efforts to hold them both but lost one, so he dragged the other to the escape ladder and helped him on deck. He then returned for the other and helped him to safety. The more seriously injured man had practically to be lifted up the ladder by Mr. Bastian, who was himself half choked by cordite fumes.

Second Engineer Officer Bastian took a very great risk in opening the watertight door into the already flooded and darkened engine-room of the sinking ship and both men undoubtedly owe their lives to his exceptional bravery, strength and presence of mind.

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