



**SUPPLEMENT**  
TO  
**The London Gazette**

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TUESDAY, 31 AUGUST, 1943

**CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD,**

*St. James's Palace, S.W.1.  
31st August, 1943.*

The KING has been graciously pleased to give orders for the undermentioned promotion in and 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 John Duncan, Master.

George Hunt Armstrong, Esq., Chief Engineer Officer.

The ship was at Singapore when the enemy were advancing towards the port.

The Master handled his vessel with courage, skill and outstanding seamanship in difficult and dangerous circumstances and saved her from possible capture or sinking by the enemy. During the period covered by the operations, valuable services were rendered to the military authorities, troops and refugees at a critical time.

The Chief Engineer Officer was outstanding. He displayed magnificent qualities of initiative and resource in effecting repairs and his work helped materially in saving the ship.

Captain Charles Henry Hurst, Master.

The ship arrived at a North Russian port with a valuable cargo and whilst she was there numerous air raids were made on the port. During these attacks a spirited defence was put up by the ship which resulted in the destruction of three enemy fighters.

Later the ship left for the United Kingdom and was brought back safely in spite of the dangers and hazards of the voyage.

The Master handled his ship with courage, resource and determination during all the enemy air attacks. The delivery of a valuable cargo and the success of this voyage were due to his excellent organisation and leadership, coupled with the magnificent defence put up by the vessel.

Captain Griffith Roberts, Master.

The vessel was subjected to a number of submarine and air attacks. The Master handled his ship with courage, resolution and skill in dangerous and difficult circumstances. Due to his outstanding leadership and organisation, all enemy attacks were successfully beaten off and the ship saved from damage.

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

Captain Evan Owen Evans, Master.

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

Alan Hocking Newby, Esq., Second Officer.

The ship, sailing in convoy, was torpedoed in darkness and set on fire. Although at first the fire was confined to the port side, it eventually spread all over the ship. Two boats were lowered but one of them overturned and the other caught fire. The Master and Second Officer remained on board, but it was not possible to bring the vessel before the wind and the bridge had to be abandoned owing to the flames, smoke and intense heat. Nevertheless they made efforts to retard the fire by steam smothering but were unsuccessful and eventually left the ship in one of the remaining boats.

The Master displayed outstanding courage, resource and determination. He made every possible effort to save his ship and to prevent loss of life among his crew.

The Second Officer courageously and ably supported the Master and was instrumental in getting away the last boat which left the ship.

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

Captain James Hunter Andrew Mackie, M.B.E., Master.

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

James Nuttall, Esq., Third Engineer Officer.

The ship, sailing alone, was torpedoed in darkness. She sustained heavy damage and two of the boats were wrecked. When it was seen that there was no prospect of saving the vessel, abandonment was ordered. Although the ship sank in twelve minutes, two boats and four rafts were successfully launched and all but two of the crew boarded them. The survivors were rescued the following day.

The Master acted with courage, coolness and resource throughout. It was due to his excellent organisation and leadership that in the difficult and dangerous circumstances the ship was successfully abandoned.

The Third Engineer Officer, although not on watch when the ship was hit, went below and, at great personal risk from escaping fumes, succeeded in stopping the engines. This materially assisted the successful launching of the boats and rafts. In order to stop the engines Mr. Nuttall had to obtain suitable tools from the refrigerator space while the ship was sinking. He completed his task and reached the deck just in time to jump clear as the ship sank.

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

Percival Herbert Hunt, Esq., Chief Officer.

Reginald Herbert Keyworth, Esq., Third Officer.

The ship was torpedoed while sailing in convoy and sank within half an hour. The explosion wrecked two of the boats, but the majority of those on board were able to get away in other boats and on rafts. Those who survived were picked up shortly afterwards. The abandonment of the ship and the rescue operations were rendered extremely hazardous by heavy weather conditions and 30 lives were lost.

On abandonment, the Third Officer took charge of one of the boats and, under his direction, it was twice righted after it had been capsized by the heavy seas. Eventually six survivors in this boat were picked up and saved. But for Mr. Keyworth's courage, determination and leadership, these lives would probably have been lost.

The Chief Officer set an outstanding example by his courage and coolness. He assisted in getting away the boats in the

short space of time available and, by his organisation and efficiency, ensured the safety of many lives.

Arthur James Spence, Esq., Boiler Maker.

The ship, sailing alone, was torpedoed. At the time a moderate gale was blowing and the sea was rough with a very heavy swell. Later, the ship was again torpedoed and the majority of the passengers and crew were got away in the boats. Those remaining on board made valiant efforts to save the ship but they were frustrated by further attacks, and she finally sank about three hours after the first attack.

Mr. Spence showed courage and devotion to duty and, in spite of the danger, remained below in the crippled ship, knowing well the likelihood of further attack and the hopelessness of the situation had the machinery spaces been struck.

(This award is in substitution for that shown in the London Gazette Supplement No. 35924, of 2nd March, 1943, page 1033.)

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

Edward Andrews, Fireman.

The ship, sailing in convoy, was torpedoed and sustained heavy damage which caused serious flooding. Owing to damage to the machinery, only ahead movements of the ship were possible, but she was got under way again at reduced speed and pumps were put into action to reduce the flooding. Later the weather became bad, flooding increased and it became necessary to abandon the ship.

Fireman Andrews acted with great gallantry throughout. He was the first to volunteer to go below to raise steam after the ship was torpedoed. He remained in the engine-room maintaining steam, encouraging the other firemen and helping with the pumps. His courage and qualities of leadership set a high example.

John Henry Daniel, Able Seaman.

Robert Matthews, Apprentice.

The ship, sailing alone, was torpedoed. The explosion caused severe damage, wrecked two of the boats and stopped the engines. When it was apparent that the vessel could not be saved, orders for abandonment were given. The boats were kept together and the next day the survivors were picked up.

Apprentice Matthews displayed outstanding qualities of courage, leadership and resource. In the absence of an officer he took charge of one of the boats in a most purposeful and efficient manner. Seeing two men in difficulties in the water he jumped overboard and rescued both. He then resumed charge of the boat until an officer was picked up.

Able Seaman Daniel left one of the boats to take charge of another which was not under control. There were two dead in this boat and several seriously injured. After burying the bodies he rendered first aid to the injured and then skilfully handled the boat until the occupants were rescued. His leadership and cheerful spirit set a splendid example.

## COMMENDATIONS.

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

Thomas Kenneth Atkinson, Esq., Chief Engineer Officer.

Gilbert James Clinton, Esq., M.B.E. (deceased), Third Engineer Officer.

John Ernest Shorten Cook, Esq., Chief Officer.

David Cornwell, Esq., Chief Officer.

William James Gordon Darling, Esq., Fifth Engineer Officer.

John Graham Gilpin, Esq., Second Radio Officer.

Arthur Alker Heaton, Esq., Chief Officer.

Captain William Gordon Higgs, O.B.E., Master.

Harold Rhys Jenkins, Esq., Second Officer.

Captain William Scott Johnstone, Master.

John Minto Lloyd, Esq., Second Officer.

Nathaniel McMillan (deceased), Trimmer.

Captain Angus MacNeil, Master.

Captain Egerton Gabriel Baynes Martin, Master.

Captain Robert David Miller (deceased), Master.

Captain John Allen Moore, Master.

John Murphy, Esq., Senior Radio Officer.

Captain Walter Armour Owen, Master.

Edward Risley, Able Seaman.

Captain George Robison, Master.

Arthur Gordon Russell, Esq., Chief Officer.

Captain Richard Arthur Swain, Master.

Norman Lennox Trewren, Esq., Third Radio Officer.

Peter Horsburg Watson, Esq., Second Engineer Officer.

## LONDON

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