



SUPPLEMENT
TO
The London Gazette

Of FRIDAY, the 24th of SEPTEMBER, 1943

Published by Authority

Registered as a newspaper

TUESDAY, 28 SEPTEMBER, 1943

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

*St. James's Palace, S.W.1.
28th September, 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 Alfred Cromarty, Master.

The ship was torpedoed and sank rapidly. In the short time available only one boat and three rafts could be launched. The boat set a course for the nearest land and took the three rafts in tow. Some days later those on the rafts were taken into the boat. Bad weather was experienced but, after a voyage of thirteen days, a landfall was made and the boat sailed into port without assistance, having made a voyage of approximately 900 miles.

Captain Cromarty displayed courage and resourcefulness throughout. It was due to his excellent organisation and efficiency that the ship was abandoned with the loss of only one life. Later, by his leadership and skill, all the survivors were brought to port safely.

Captain Robert Mitchell Maughan, Master.
Tom Henry McCuaig, Esq., Chief Engineer Officer.

The ship, sailing in convoy, was torpedoed in darkness. After examining the damage the Master decided that it was possible to

save the vessel. Temporary repairs were effected and the ship proceeded in convoy under her own power. Thirteen days later she reached port safely, permanent repairs were carried out and she eventually arrived home with a full cargo.

Captain Maughan displayed high qualities of courage, skill and seamanship. By his determination and in the face of many difficulties he brought his badly damaged ship over a great distance safely to port.

The Chief Engineer Officer showed outstanding devotion to duty, skill and leadership. Immediately after the ship was hit he went into the engine-room and took control of operations. Although up to the waist in rushing water he led the engine-room personnel in effecting repairs under the most difficult and dangerous circumstances. His efforts greatly contributed to the saving of the vessel.

Captain Charles Campbell Taylor, Master.

The ship was torpedoed in darkness and sustained severe damage. The engines were restarted and for thirty hours she was not only kept afloat and under way but maintained her position in convoy. The weather got worse however and, with the engine-room flooding and the ship sinking by the stern, abandonment was ordered.

Captain Taylor showed outstanding qualities of courage and leadership throughout and made a determined effort to save his ship. When this was found to be impossible it was due to his excellent organisation and efficiency that the ship was successfully abandoned.

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

Captain Samuel Roland Evans, Master.

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

George Edge, Esq., Chief Officer.
John Frederick Fuller, Esq., Second Officer.

When the vessel was torpedoed the explosion put the engines out of action and the ship began to settle rapidly. The boats were lowered and the crew embarked in them with orders to stand by until daylight. Two hours later, in spite of the suspected presence of the enemy, two of the boats returned to the ship in order to take off additional food, water and instruments. The submarine then surfaced, shelled the ship and set her on fire, but those still on board were able to get away in a small working boat. The crew was divided between the four boats which set course for the nearest land.

Captain Evans displayed outstanding qualities of courage and leadership and it was due to his excellent organisation that the ship was abandoned without the loss of a single life, in circumstances of considerable danger and difficulty. Later he took charge of one of the boats and brought the 13 occupants to safety after a voyage of eight days.

The Chief Officer was in charge of the second boat which became separated from the others and made a voyage of 34 days before being picked up. Bad weather was experienced, food and water had to be carefully rationed and discipline maintained during the long voyage. It was due to the courage, leadership and determination of Mr. Edge that all the occupants of the boat survived.

The Second Officer was in charge of the third boat which made a similar voyage of 34 days. Despite the trials and privations experienced Mr. Fuller brought the boat to safety with all its 16 occupants fit and well.

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

Captain William Smith Keay, Master.

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

Alexander Scott Milne, Esq., Chief Officer.
John Francis Jones, Esq., Second Engineer Officer.

The vessel was attacked almost continuously by enemy aircraft while serving on the North African Coast. Throughout these attacks she put up a magnificent defence. One attacker was shot into the sea, but the ship was hit by a torpedo in one of the holds which contained a large quantity of petrol. The Master, after examining the damage, decided that the ship could be saved and to minimise the risk of the petrol catching fire, orders were given for the extinction of all fires on board.

Captain Keay displayed courage and seamanship of a high order and it was due to his determination and skill that the damaged vessel was brought safely to port without assistance.

The Chief Officer showed conspicuous courage and coolness throughout. He ably assisted the Master, and his leadership and example inspired the rest of the crew.

The Second Engineer Officer remained at his post in the engine-room from the time the ship was hit until it arrived in port. His courage and devotion to duty set an outstanding example to the remainder of the engine-room personnel.

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

Captain Herbert John Alder Peters, Master.
Eric Kelly, Esq., Chief Engineer Officer.

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

John Kell, Esq., Chief Officer.

The ship was sailing alone when a submarine was sighted. The engines were opened up to full speed and evasive action was taken. The first torpedo fired by the submarine missed but a second, fired about half an hour later, hit the vessel causing considerable damage and starting a fire on board. The heavy list which the ship had developed was corrected and the fire-fighting equipment was brought into operation. The submarine began to machine-gun the vessel which returned the fire to such good effect that very shortly afterwards the submarine broke off the engagement. Strenuous efforts were continued by the crew to get the fire under control and, with hoses pumping water down the ventilators into the compartments which were on fire, she was steamed at full speed for the nearest land. Here she was anchored and fire-fighting operations were continued by the crew until the flames were eventually subdued.

Captain Peters conducted a magnificent defence which beat off the enemy attack. It was due to his courage and determination that his ship, badly holed and on fire, was brought safely to port.

The Chief Engineer Officer remained below throughout this difficult and dangerous period effecting repairs and supervising the engine-room personnel. His courage, efficiency and leadership contributed materially to the saving of a valuable vessel.

The Chief Officer did excellent work while the ship was under fire and led the fire-fighting parties with courage and determination.

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

Captain Henry Richard Saalmans, Master.

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

Alexander Inglis, Esq., Second Radio Officer.

Awarded the British Empire Medal (Civil Division):—

Edward Irvine, Able Seaman.

The ship sailed for North Russia in a convoy which was heavily attacked by enemy aircraft. During these attacks the

vessel put up an excellent defence and, although she sustained some damage, she arrived safely in port with her valuable cargo. For ten months the vessel remained in North Russian waters. During this period she survived numerous enemy bombing attacks both in port and at sea and did very valuable work under extremely difficult and trying conditions.

The Master handled his ship excellently throughout, despite the numerous enemy attacks. The successful completion of much vital work was mainly due to his outstanding courage and skill.

The Second Radio Officer and Able Seaman Irvine showed exceptional courage during the constant bombing which the ship suffered and set a high example to the other members of the crew.

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

Captain Edward Giles Dobson, Master.
Charles Craggs, Esq., Chief Engineer Officer.

Awarded the British Empire Medal (Civil Division):—

Robert McKee, Able Seaman.

When the ship, sailing in convoy, was torpedoed in darkness severe damage was sustained. The engines were stopped and the Master ordered the majority of the crew to lower two of the boats and to stand by alongside. Although water had entered the engine-room to sea level the Master refused to leave his ship while there was a chance of saving her. As the vessel could not proceed under her own power, arrangements were made for towage. It was three days before a tug arrived and in the meantime the Master and his party on board prepared the vessel for towing.

Captain Dobson displayed exceptional courage and resource throughout and it was due to his determination in the face of many dangers that the valuable ship was finally brought safely to port.

The Chief Engineer Officer was the mainstay of the Master and set an outstanding example by his courage and devotion to duty. When the vessel was hit he took steps to ensure the safety of the engine-room personnel. During this operation he rescued, at great personal risk, one of the greasers who was in danger of being drowned in the flooded engine-room and got him safely to one of the boats.

The courage, devotion to duty and cheerfulness of Able Seaman McKee were outstanding. He was exceptionally useful and reliable in the trying circumstances, doing all the overside work in connection with the various towing wires.

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

John Gair, Esq., Chief Officer.

Sailing alone in darkness, the ship was torpedoed and all the boats on one side were wrecked. The other boats were lowered but a second torpedo struck the vessel and

smashed one of the boats which contained the Master and 12 others, all of whom were lost.

The Chief Officer acted with exceptional courage and skill throughout. He was one of the last to leave the ship and, after getting away on a raft, he noticed that two firemen had become entangled in one of the boat's falls. He returned to the ship on his raft and rescued them. Later, when all the survivors had been collected into the one boat, he took charge and successfully navigated it in very heavy weather until they were picked up two days later.

Angus MacDonald, Esq., Refrigerating Engineer Officer.

The ship, sailing in convoy, was attacked by enemy aircraft and hit by an aerial torpedo. She sustained severe damage and, with two of the holds flooded and the engine-room beginning to fill rapidly, orders were given for abandonment.

Mr. MacDonald displayed outstanding courage and devotion to duty. After the ship was hit he returned to the engine-room to rescue a badly injured greaser. Smoke and flames were coming from the doors and skylight but he persisted in his efforts and succeeded in getting the man on deck and into one of the boats.

Frank Harvey Millbank, Esq., Fourth Engineer Officer.

The ship, sailing in convoy, lost three of her boats in very heavy weather. Three days later she was torpedoed and sank in about 10 minutes. Many of the crew got away in the remaining boat and on rafts, while three others were able to board a section of a landing craft which was being carried as cargo. The three men were picked up twelve days later.

It was due to the exceptional courage, fortitude and resourcefulness of the Fourth Engineer Officer that the men survived their twelve days ordeal. They were entirely without food and were only able to gather a little water during hail and snow squalls.

COMMENDATIONS.

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

Captain Alexander Nicholson Anderson, Master.

John Haldane Jack Andrews, Esq., Chief Engineer Officer.

Captain Charles Albert Bailey, O.B.E., Master.

Cecil Barnard, Able Seaman.

Anthony Couch Beard, Fireman.

Henry Jeffrey Bee, Esq., Second Officer.

Peter Ivan Jasper Michael Bevan, Esq., Third Officer.

Richard Allan Boardman, Esq., Junior Sixth Engineer Officer.

Robert Osmond Bolt, Esq., Second Engineer Officer.

Alfred Norman Bramald, Esq., Second Engineer Officer.

Arthur Buckley, Esq., Junior Third Engineer Officer.

Herbert Stanley Burton, Esq., (deceased), Chief Officer.

Stanley Button, Esq., (deceased), Chief Engineer Officer.	Edward Grierson Painter, Esq., Third Officer.
Captain Peter Booth Clarke, O.B.E., Master.	Leslie Piper, Donkeyman.
John Desmond Coggin, Esq., Senior Sixth Engineer Officer.	John Benson Beecher Plummer, Esq., Chief Officer.
Captain James Herbert Ewens, Master.	James Alexander Renfrew, Esq., Second Engineer Officer.
Captain Henry Austin Fraser, Master.	Philip Victor Richmond, Esq., Senior Radio Officer.
George Fernley Gibson, Able Seaman.	Captain John Edward Robinson, M.B.E., Master.
Francis John Hale, Esq., Chief Radio Officer.	Bernard Rodden, Esq., Second Officer.
Albert Hay, Boatswain.	Victor Rundle, Engine Room Storekeeper.
Captain Alexander Henney, Master.	David Scott, Able Seaman.
Reginald John Kistler, Cadet.	William Stewart, Esq., Fourth Engineer Officer.
George Malcolm Logie, Cadet.	Thomas Swankie, Esq., Third Engineer Officer.
Walter Edward Lulham, Esq., Chief Engineer Officer.	Harold Clive Turner, Esq., Chief Officer.
Captain Alexander MacKellar, Master.	Thomas Henry Willcock, Esq., Assistant Engineer Officer.
Francis Lacey Main, Esq., Second Officer.	Captain David Williams, Master.
Ernest Robert Massam, Esq., Chief Officer.	Francisco Ymaz, Esq., Chief Officer.
William Grant Murray, Esq., Chief Radio Officer.	
Arthur Nixon, Esq., Fifth Engineer Officer.	

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:

York House, Kingsway, London, W.C.2; 120 George Street, Edinburgh 2;

39-41 King Street, Manchester 2; 1 St. Andrew's Crescent, Cardiff;

80 Chichester Street, Belfast;

or through any bookseller

1943

Price Sixpence net

S.O. Code No. 65-36185