

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.