

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

Captain Terrot Glover, Master.

The ship was sailing in convoy when a submarine was sighted. Evasive action was taken and, shortly afterwards, the enemy was observed to alter course and to commence surfacing. The vessel headed direct for the enemy in an attempt to ram. A slight impact was felt and the submarine was seen listing heavily with the conning tower flattened out. The ship was then lifted on a swell and she rolled over on to the submarine which was not seen again.

The Master showed outstanding courage and initiative. His action in attacking the submarine resulted in the saving of his ship and damage to the enemy.

Captain William Reid, Master.

Andrew Frisken, Esq., Chief Engineer Officer.

The ship, sailing in convoy, was attacked three times by two enemy aircraft. Despite the defensive action taken, bombs were dropped near the ship. As a result of these close misses the engine-room was flooded and the engines stopped. Attempts were made to tow the vessel but the tow parted and, as she was rapidly flooding and the weather was deteriorating, the crew were taken on board the towing ship. A few hours later the Master and the Chief Engineer Officer reboarded the ship in a further attempt to save her. Towing was again attempted by a tug but the ship sank shortly afterwards.

The Master displayed great courage and leadership throughout and made a gallant and determined effort to save his ship. Under his orders temporary repairs were effected and the ship was prepared for towing despite the dangers of a further enemy air attack and the knowledge that she might sink at any time.

The Chief Engineer Officer was conspicuous by his courageous devotion to duty. At considerable risk he went down into the flooded engine-room and shut the tunnel door and main inter-valve, although heat and steam made this an almost impossible task. He set an outstanding example on this and on many previous occasions when he performed excellent work in effecting temporary repairs in circumstances of great difficulty and danger.

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

Captain Walter Denson, Master.

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

Ernest Lionel Jermyn, Esq., Chief Officer.

The ship, sailing in convoy, was torpedoed and sustained severe damage. As she was beginning to settle and there was no hope of saving her, orders were given for abandon-

ment which was successfully carried out. The ship sank and the survivors were picked up shortly afterwards.

The Master displayed courage and leadership of a high order and it was due to his excellent organisation that such a large number of the personnel was saved. His coolness throughout was an inspiration to all.

The Chief Officer showed outstanding courage and ably assisted the Master in exceedingly difficult and dangerous circumstances. His skill and coolness contributed greatly to the saving of many lives.

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

Captain Leonard Eccles, Master.

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

Maurice John Case, Esq., Chief Officer.

William Meredith Thomas, Esq., Second Officer.

Stephen Alexander Glossop Covell, Esq., Third Officer.

The ship, sailing alone, was torpedoed and as there was no hope of saving her, abandonment was ordered. While this was taking place she was shelled by the submarine.

The Master displayed courage and leadership of a high order. By his excellent organisation and coolness he ensured the safe abandonment by the crew. He then took charge of one of the boats, bringing it safely to land after a voyage of seventeen days during which many difficulties were encountered.

The Second Officer, who was in charge of another boat, showed courage and skilful seamanship. In spite of many dangers he brought the boat and its occupants to safety after a voyage of twenty days.

The Chief Officer, in charge of the third boat, made a voyage of seventeen days, and was actually in sight of land when picked up. It was mainly due to his outstanding courage, skill and example that the occupants were brought to safety.

The Third Officer showed outstanding qualities of courage, leadership and endurance. He took charge of the fourth boat and brought it to land after a voyage of twenty-two days.

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

Andrew Fell Dunn, Esq., Second Officer.

The ship, sailing alone, was torpedoed in darkness and sank within two minutes. Owing to the rapid sinking only two boats could be used but the crew got away in these and by means of rafts. Later, those on the rafts were transferred to the boats and, with the larger towing the smaller, a voyage of six days was made before the occupants were picked up.

The Second Officer displayed courage and leadership of a high order throughout. He was the only surviving Navigating Officer and he took charge of the two boats, kept them together and, by his skill and seamanship, brought the occupants to safety after a voyage of six days.