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TUESDAY, 2 MAY, 1944

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.

2nd May, 1944.

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 a Bar to the British Empire Medal and 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 Leonard Buchanan Carr, Master,
George Jeremiah Youngson, Esq., Chief Engineer Officer.

The ship, after sustaining damage to her rudder, arrived in port to discharge her cargo. Until she sailed again sometime later the ship was subjected to incessant air attacks. Throughout, an excellent defence was put up and this was to such good effect that the enemy was prevented from pressing home his attacks. Several of the aircraft were hit by the ship's gunfire and a number probably destroyed.

The Master displayed courage of a high order throughout. Under his leadership a splendid defence was put up by the ship and no damage was sustained or casualties suffered.

The Chief Engineer Officer showed great courage and devotion to duty. In spite of the incessant attacks by enemy aircraft he effected temporary repairs to the damaged rudder and this materially assisted in getting the ship away safely.

Captain William Fulton Riddle, Master.

For courage and skill in difficult and dangerous circumstances.

Captain John Robison, Master.

The ship was sailing in a convoy which was heavily attacked by enemy aircraft. The attack continued for over two hours and an excellent defence was put up throughout.

The Master displayed courage and coolness and handled his ship with great skill, the spirited defence put up doing much to frustrate a determined enemy attack. The vessel sustained no damage and was brought safely to port.

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

Captain John Hardy Drew, Master,
Captain Alexander Henney, Master.

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

Denis Del Strother Anthes, Esq., Chief Officer,
John Runciman Robinson, Esq., Chief Officer.

During the passage of convoys which were heavily threatened and attacked by enemy submarines the ships performed their duties with outstanding efficiency.

Captain Drew and Captain Henney displayed courage and leadership of a high order and, by their excellent organisation, the ships played an important part in the Battle of the Atlantic.

The Chief Officers also showed exceptional courage and skill and their efficiency and leadership undoubtedly played an important part in these dangerous and vital operations.

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

Captain Herbert William Jackson, Master.

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

James MacDonald Angus, Esq., Second Engineer Officer,
 Arthur John Franklin, Esq., First Radio Officer,
 Eric Hodgson, Esq., First Radio Officer,
 Philip Roland Legg, Esq., Chief Officer,
 Bernard Walter Waldie, Esq., Chief Officer,
 George Walker, Esq., First Radio Officer,
 James Alexander Winton, Esq., Second Engineer Officer.

Awarded a Bar to the British Empire Medal (Civil Division):—

Albert Letch, B.E.M., Greaser.

Awarded the British Empire Medal (Civil Division):—

Henry Sutherland Beckitt, Cook Steward,
 Arthur Gibson, Able Seaman,
 Lawrence Kohler, Boatswain,
 Thomas Mallory, Able Seaman,
 James Hardy Scott, Boatswain's Mate,
 James Henry Storr, Chief Steward,
 Peter Michael Jeffrey Warren, Boatswain,
 Cecil Richard Wirthner, Quartermaster.

For gallantry and initiative in hazardous circumstances.

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

Edward Langan, Esq., Second Engineer Officer.

The ship, sailing alone, was torpedoed and sank within seven minutes.

When the ship was hit the Second Engineer Officer went alone to the flooded and steam filled engine-room to rescue one of the personnel who was injured and trapped. After wrapping him in a hammock Mr. Langan carried him on deck. This courageous action, undertaken without thought of personal safety, undoubtedly saved the disabled seaman, although, unfortunately, he was so badly injured that subsequently he died.

Captain Albert Terence Mastin, Master,
 Thomas Herbert Fairhurst, Esq., Chief Officer.

The ship was lying in harbour when a heavy air attack developed. She was hit by a bomb and there were several near misses which caused considerable damage. Another ship was also hit and, burning furiously, drifted alongside. Violent explosions took place in this vessel and the flames from the fire on board quickly enveloped Captain Mastin's ship forcing the crew to abandon her. The Master and four members of the crew boarded a raft, but this was damaged and it up-ended and threw all the occupants into the water. They swam to the safety of the quayside and the Master and Chief Officer at once went to help in rescue work. While they were so engaged, a man was seen in the water between the two blazing vessels and the Master and Chief Officer again boarded the damaged raft and brought the man safely ashore.

Captain Mastin showed exceptional coolness and leadership in extremely difficult and dangerous circumstances.

The Chief Officer acted with great courage and coolness. Although badly burned, he

showed total disregard of danger and greatly helped in the rescue work. Eventually he had to be taken to hospital.

Captain Peter Richards, Master,
 Captain Aubrey Stanford Smith, Master.

During the period of the North African campaign the ships were employed carrying coastwise cargoes to the operation areas and the work they performed was arduous and hazardous. Captain Richards and Captain Smith displayed exceptional courage, coolness and seamanship and were outstanding in their determined efforts to perform this vitally important work.

Captain Richards did excellent service carrying tanks and mechanical transport to all ports in the Western Mediterranean and he performed every task with cheerfulness and efficiency.

Captain Smith was in command of a small tanker running continuously between Algiers and Bone carrying high octane petrol. During this time he was subjected to frequent air attacks but, in spite of this and the dangerous nature of the cargo, he always brought his ship through successfully.

Captain William Alfred Russell, Master.

A ship ran aground in darkness. The weather was very bad with wind at gale force and heavy seas. A tug immediately went to assist but had to turn back owing to blinding snow storms. An hour later a further attempt was made but owing to wind, sea and snow the tug became unmanageable and again had to return. Half an hour later the Captain of the wrecked vessel reported that he was abandoning ship and the tug at once went out again, in company with other vessels, in order to keep a lookout for the boats. The weather at this time was extremely bad with an 80 mile an hour gale and blinding snowstorms, which once again compelled the tug to return to harbour, her crew exhausted by exposure to weather. Shortly afterwards, however, the weather cleared somewhat and once more the tug went out. Eventually she discovered the crew on an island and stood by until all had been brought to safety.

Captain Russell displayed courage and leadership of a high order and also great skill and determination. In spite of the gale and blinding snow storms he took his tug out again and again and remained at sea until he had located the crew and they had been rescued.

George Taylor, Esq., G.M., Second Officer,
 Charles Young, Esq., Third Officer.

The ship, sailing alone, was torpedoed in darkness and badly damaged. As the main engines were wrecked and the engine-room was filled with water she was temporarily abandoned. The ship did not sink immediately and the crew stood by in the boats. Early next morning, however, the vessel was hit by a second torpedo and the enemy then surfaced and shelled the ship setting her on fire. Realising the position was hopeless the three boats containing the survivors set course for the nearest land.

The Second Officer was in charge of a boat which made a voyage of 28 days and reached land unassisted. The weather was bad but, despite the hardships of the voyage,

only one life was lost. It was due to the courage, outstanding seamanship and skill of Mr. Taylor during this long boat voyage that the occupants were brought to safety.

The Third Officer was in charge of another boat which made a successful landfall after a voyage of 20 days. He displayed great courage throughout. By his leadership and organisation he set an excellent example to the occupants of the boat and, by his skill and seamanship, brought them to safety.

The third boat after a voyage of eight days was picked up by another steamer.

COMMENDATIONS.

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

William Brown, Chief Steward,
John Alan Burdall, Able Seaman,
William Henry Caley, B.E.M., Ship's Cook,
Matthew Channon, Carpenter,
James Ferrar Clarke, Esq., Second Officer,
Edmund Bazeley Duncan, Esq., (deceased),
Senior Radio Officer,
William Stobbs Sanderson Gargett, Boatswain,
Captain James Robert Georgeson, Master,
Alan Harrison, Esq., Second Officer,
William Harrison, Esq., First Radio Officer,
Vernon Sylvester Harvey, Esq., First Radio Officer,
William Hedley, Able Seaman,
Arthur Henry Hodges, Esq., Chief Engineer Officer,
Cecil Frank Hodgkinson, Esq., Second Engineer Officer,
John Ernest Kemp, Esq., Chief Radio Officer,
Kenneth Henry McNeil, Esq., Chief Officer,
Bhowen Meetha, Deck Serang,
Frederick George Minty, Esq., Chief Officer,
Walter Connis Muir, Esq., Chief Officer,
Captain Robert Campbell Proctor, Master,
Captain Edward Scrymgeour, Master,
George Smith, Donkeyman,
Paul Stansbury, Esq., Third Officer,
Edgar Ramsay Sykes, Second Cook,
Captain Edward John Syvret, Master,
Captain George Waite, O.B.E., Master,
John Herbert Williams, Boatswain.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.

2nd May, 1944.

The KING has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire, for welfare services to the Forces in the Middle East.

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

Lieutenant-Colonel the Honble. Fred Waite, D.S.O., V.D., Overseas Commissioner of the New Zealand Patriotic V. Fund.

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

Olive, Mrs. Blackford, New Zealand Club, Cairo.

Herbert James Steptoe, Commissioner, New Zealand Young Men's Christian Association.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.

2nd May, 1944.

The KING has been graciously pleased to give orders for the undermentioned awards of the George Medal and of the British Empire Medal, and for the publication in the London Gazette of the names of the persons specially shown below as having received an expression of Commendation for their brave conduct.

Awarded the George Medal:—

Michael McCarthy, Boatswain, Merchant Navy.

When the ship was approaching port, a section of the hatch covers of the forward hold was opened up and Boatswain McCarthy and an Able Seaman went below to get the mooring ropes on deck. While the seaman remained below McCarthy came on deck to heave them up. Almost immediately there was an explosion due to the ignition of an explosive mixture of coal gas in the hold. A sheet of flame from the hatch set fire to the tarpaulins on deck. Although this fire was promptly smothered and the remainder of the hatch covers removed, the hold was still full of smoke and the seamen below could be heard calling for help. In spite of the grave risks of further explosions and fire, McCarthy secured a rope ladder and descended into the hold. He carried the very dazed and badly burned seaman to where those on deck were able to bend down and lift him to safety.

McCarthy, without thought of self, displayed bravery of a very high order in this gallant rescue of a shipmate.

Awarded the British Empire Medal (Civil Division):—

Ernest William Bowman, Farm Labourer, Shipdham, Norfolk.

An aircraft crashed and caught fire. Bowman crawled into the wrecked machine to remove the unconscious rear gunner. He was at first unable to get the airman out but, although he had been warned that there were large explosive incendiary bombs on board, he again entered the burning aircraft and, with assistance, succeeded in extricating the gunner.

Bowman's brave conduct and determination were instrumental in saving the airman's life.

George Bradley, Miner, North Skelton Ironstone Mine, North Riding of Yorkshire.

A man was trapped by a sudden collapse of the roof in a mine, his leg being pinned down by a prop underneath a large fall of shale. After a gang of men had been engaged for some time in attempting to rescue him, it became evident they could not release his foot. Bradley volunteered to squeeze himself into a small aperture about 23 inches by 8 inches inside the fall to endeavour to free him. With great difficulty he managed to withdraw the victim's foot from his boot, after which he remained with him for about forty minutes before they were both pulled clear. There was a risk of a further heavy collapse of the broken and unsupported roof and Bradley showed courage without regard for his own safety.

Stanley Jones, Works Fire Brigade Officer, Ministry of Supply Research Establishment.

Alfred Robinson, Processman Grade I, Ministry of Supply Research Establishment.

For brave conduct in dangerous circumstances.

Alick Roy Chapman Pridgeon, Farm Labourer, Thoresby Bridge, Marsh Chapel, Lincolnshire.

Harold Ernest Taylor, Bulldozer driver, King's Lynn.

William Wilkins, Acting Police Sergeant, Norfolk County Constabulary.

When rescuing a man trapped by a fall of coal:—

Joseph Bailey, Overman, Upton Colliery, West Riding of Yorkshire.

When rescuing a person from drowning:—

George Henry Houghton, Seaman, Birkenhead Corporation Ferry Service.

COMMENDATIONS.

Those named below have been Commended for brave conduct:—

When aircraft crashed and caught fire:—

William Henry Archer, Bulldozer driver, Tetney, Lincolnshire.

LONDON.

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