

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,