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

*St. James's Palace, S.W.1.
29th August, 1944.*

The KING has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire, 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 David Henderson Hogg, Master.

The ship sailing alone, was torpedoed in darkness and badly damaged. She began to settle and, as most of the boats had been damaged by the explosion, the crew was forced to leave in one boat only and on rafts. These laid off the ship. Fifteen minutes later, as the ship was still afloat, the Master decided to reboard but before this could be done a second torpedo struck the vessel and she sank immediately. The submarine then surfaced and rammed one of the rafts. The men thrown into the water were picked up by the boat and course was set for the nearest land. Although land was sighted the next morning the weather conditions made it impossible to maintain this course and the Master therefore set course in another direction for land 450 miles away. The boat reached port safely after 6½ days.

The Master displayed courage, leadership and determination of a high order throughout and by his good judgment and seamanship he brought the survivors to safety after a long boat voyage. On several previous occasions Captain Hogg has been torpedoed, bombed or mined, but his indomitable spirit has overcome all difficulties.

Captain Hugh Fraser McInnes, Master.

Whilst on passage to and from North Africa, the ship was attacked by enemy aircraft. A magnificent defence was put up and this was probably responsible for the destruction of enemy aircraft in both engagements.

Captain McInnes handled his ship with courage and skill during these air attacks. It was due to his exceptional organisation and leadership that the ship probably accounted for at least two enemy aircraft and was brought safely through many vicissitudes. Prior to his service in the Mediterranean, Captain McInnes was in command of the vessel when she made a voyage to North Russia in circumstances of considerable difficulty and danger.

Captain Thomas Francis McDonald, Master.

The ship was sailing in a convoy which was attacked by enemy aircraft. She was hit by a torpedo, considerable damage was caused and the engines were put out of action. Despite this, the Master determined to try to save the vessel. The ship could not proceed under her own power and was taken in tow but she sank shortly after towage commenced.

Captain McDonald displayed courage, determination and leadership of a high order. When the convoy was attacked the ship put up an excellent defence under his command. After the vessel was hit he realised the danger to his crew and ordered the boats away. He remained on board himself, however, in a gallant attempt to save his ship and did not leave until she sank beneath him.

**Captain Edwin James Rice, Master.
James Mummery, Esq., Chief Engineer Officer.**

When the ship was heavily attacked by enemy aircraft, a bomb penetrated one of the holds and set the cargo on fire. The vessel was laden with timber and although every effort was made to extinguish the fire

the cargo was still smouldering three days later. The vessel was then beached and flooded. After the fire had been extinguished the ship was refloated and temporarily repaired which enabled her to return to the United Kingdom.

Captain Rice displayed great courage and coolness. By his leadership and organisation he set an excellent example to all his officers and men during a difficult and dangerous time, and his determination and judgment ensured the eventual saving of his ship.

Chief Engineer Officer Mummery was outstanding throughout and also showed great courage, resource and devotion to duty. He ably supported the Master and was untiring in his efforts to save the ship.

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

Peter Gilbert Wiggin, Esq., Electrician.

The ship, sailing in convoy, was torpedoed. Immediately, the whole midships portion caught fire and, as the boats were in flames, only one raft could be launched. The ship, blazing furiously and with ammunition exploding, sank some hours after she was hit. Most of the survivors got away on the only raft launched but others were forced to jump overboard and cling to wreckage until they were rescued some twelve hours later.

Electrician Wiggin displayed conspicuous gallantry. On three occasions he left the raft and assisted men in the water to get clear of the sinking ship. In doing so he ran the grave risk of being drawn down by the ship.

COMMENDATIONS.

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

Batir Mohd x Hazir Mohd, 1st Engine Room Tindal.

Duncan Black, Esq., Chief Engineer Officer.
Harold Braunton, Esq., Second Engineer Officer.

Captain John Croumbie Brown, Master.

Robert William Donnison, Esq., Fourth Engineer Officer.

Captain Henry Fellingham (since deceased), Master.

Harold Finney, Esq., Second Officer.

Albert Kenneth Garrett, Esq., Third Officer.

Norman Hodgson, Boatswain.

Captain Richard Humble, Master.

James William Innes, Esq., O.B.E., Chief Engineer Officer.

Richard Frederick Lees, Esq., Assistant Purser.

Peter Gardiner Lewis, Esq., Third Officer.

Archibald Angus MacKinnon, Boatswain.

Douglas MacPherson, Esq., Chief Engineer Officer.

Mavlakhan Ebrahimkhan x Ebrahim Khan, Pumpman.

Nessar Ali x Meher Ali, Deck Serang.

John Gerald Nuttall, Esq., Chief Officer.

Rassidulla x Bossudulla, Greaser.

Captain James Henry Stockman, Master.

Yeaqub x Kamil Mohd, Fireman Serang.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

29th August, 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 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:—

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

Kaitu, Native Magistrate, Funafuti.

Kabunare, Native Magistrate, Tarawa Island.

Tobinabina, Native Magistrate, Abemama Island.

For services in connection with Military operations in the Gilbert and Ellice Islands Colony.

Awarded the British Empire Medal (Civil Division):—

Iosefa, Senior Assistant Master, Education Department, Tarawa Island.

For services in connection with Military operations in the Gilbert and Ellice Islands Colony.

Awarded the British Empire Medal (Civil Division):—

Hildred Bastow, Electrician, Meltham, Nr. Huddersfield.

As a result of a cloudburst a large part of a Works was flooded. Bastow, who was on duty, realised the danger if the main switches or the high tension wires, 10,000 volts, were exposed to the flood. Without hesitation and entirely on his own initiative, he made his way with considerable difficulty through a torrent of floating debris to a Boiler House, where the flood had already reached the boilers and put them out. From there he went to the main Switch Room and pulled the three high tension switches. At that time, the incoming high tension grid cables were likely to be immersed and he was aware of the dangerous nature of the action he was taking. He then returned with the flood and went another 70 yards to the Heat Treatment Department, which was full of water and sludge to a depth of some four feet, and as an additional safeguard pulled out the subsidiary switches in this Department.

Bastow was in considerable danger while effecting the disconnections and set an outstanding example of courage and devotion to duty.

COMMENDATIONS.

Those named below have been Commended for brave conduct:—

When rescuing the crew of a crashed aircraft:—

Thomas Kevin Gurney, Esq., Third Engineer Officer, Merchant Navy.

When engaged in hazardous operations:—

Dudley James Schubert, Esq., Radio Officer, Merchant Navy.

In connection with Military operations in the Gilbert and Ellice Islands Colony:—
 Kabuta, Island Policeman, Nonouti Island.
 Ben Randolph, Kuria Island.
 Willie Schutz, Wireless Operator, Betio Islet.
 Tekai, Kuria Island.

CENTRAL CHANCERY OF THE ORDERS
 OF KNIGHTHOOD,

*St. James's Palace, S.W.1.
 29th August, 1944.*

The KING has been graciously pleased to give orders for the undermentioned awards of the British Empire Medal, for their brave conduct in Civil Defence;—

*Awarded the British Empire Medal
 (Civil Division):—*

Robert James Tipper, Party Leader, London County Council Heavy Rescue Service.
 James Robert Hall, Rescue Man, London County Council Heavy Rescue Service.

During an air raid a large garage received a direct hit by a H.E. bomb and the adjoining house collapsed, trapping seven persons in the basement.

The garage burnt fiercely and efforts were made, by lightly spraying the debris, to prevent the fire obtaining a hold on the house. It soon became evident, however, that this would not suffice and the water pressure was increased, thus adding considerably to the hazards of the rescue operations.

Tipper and Hall made an aperture in the very large heap of debris and reached the roof of the basement. The basement, however, was found to have collapsed although of concrete construction. The two men made an opening beneath the roof and by careful clearance and propping formed a tunnel about six feet long through which they crawled and gained access to the space in which the seven persons were trapped. They were then able to pull them out, one by one. The water in the basement had risen to a depth of 2 feet before the rescues were completed and throughout the operation Tipper and Hall were not only facing dangers of working under the debris but also of fire and flood.

Tipper and Hall showed courage and determination and were mainly responsible for saving seven lives.

LONDON

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