



THIRD SUPPLEMENT  
TO  
**The London Gazette**

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TUESDAY, 29 AUGUST, 1944

**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