



FOURTH SUPPLEMENT

TO

The London Gazette

Of FRIDAY, the 19th of JANUARY, 1945

Published by Authority

Registered as a newspaper

TUESDAY, 23 JANUARY, 1945

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

23rd January, 1945.

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, 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 James Garden, Master, Australian Hospital Ship "Manunda."

Whilst in command of the "Manunda," Captain Garden made several trips to the Middle East, and was responsible for the safe evacuation of a large number of sick and wounded personnel of the Australian Military Forces.

During the Japanese air attack on Darwin he displayed exceptional courage and coolness in difficult and dangerous circumstances. The ship suffered considerable damage and casualties were sustained amongst the crew. Largely as a result of his skilful direction and supervision, the loss of the vessel by fire was avoided, and the lives of many members of other ships' crews were saved. On the day following the raid, he displayed remarkable seamanship in successfully evacuating the wounded. He accomplished the long voyage from Darwin to Fremantle with a badly damaged ship and handicapped by a shortage of officers as a result of casualties

sustained during the raid. Subsequently he made many voyages to bring back casualties from New Guinea and he performed these duties with cheerfulness and efficiency. Throughout the period during which he has served as Master of the "Manunda," Captain Garden has given the greatest assistance and active co-operation in transporting sick and wounded personnel from all the theatres of operations in which Australian troops have been engaged.

Captain Frederick Charles Pearce Harris, Master, s.s. "Benedict" (Booth Steam Ship Company, Ltd.).

The ship arrived off the Salerno beachhead and lay there for four days. During the whole of that period the beaches and the anchorage were subjected to violent attacks by enemy aircraft. It was mainly due to the excellent defence put up by the ships, in which the "Benedict" played a prominent part, that the attacks were beaten off and the vessel escaped damage.

Captain Harris has shown courage and coolness of a high order throughout the war. After being in command of various ships, he served in the forefront of the Sicilian and Italian campaigns with indomitable spirit.

Captain Sidney Gray Larard, Master, s.s. "Stanhill" (Stanhope Steam Ship Company, Ltd.), since appointed Master, s.s. "Empire General" (Hain Steam Ship Company, Ltd.).

A convoy was sailing en route for Sicily, when a ship was torpedoed. s.s. "Stanhill", under the command of Captain Larard, sighted a submarine periscope and immediately opened fire. The periscope disappeared, but a destroyer completed the action with depth charges. The vessel arrived off the Sicily Beaches on the first

day of the invasion and lay at anchor for three days discharging cargo. Heavy air attacks took place every night and a spirited defence was put up throughout. There were several near misses, but the ship escaped damage and later returned to port where she re-loaded with ammunition and vehicles and then proceeded in convoy to Salerno. This convoy was heavily attacked by dive bombers just before arrival off the beach but the concerted fire of the convoy and escorts destroyed four of the enemy. In this the "Stanhill" took a prominent part. She then lay off Salerno beach for about eight days and was subjected to day and night bombing throughout and again her excellent defence saved the vessel. Captain Larard displayed exceptional courage, coolness and good seamanship.

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

Captain Owen Llewellyn John, Master.

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

Joseph Stewart Wells, Esq., Second Engineer Officer.

Cyril Stevens, Esq., Third Engineer Officer.

Awarded the British Empire Medal (Civil Division):—

Alexander Young Paterson, Donkeyman.

The ship, sailing in convoy, was torpedoed. She was badly damaged and immediately began to settle by the head. In spite of this, determined efforts were made to save her but, two and a half hours later, the position was so bad that it was deemed advisable for the crew to leave. The Master, the Second Engineer Officer and the Donkeyman remained on board to adjust the boilers so that they would function without attention. Later, the Master and a party of 6 volunteers reboarded. Attempts by Captain John and his volunteers to trim the ship were persisted in until the ship had to be abandoned. She sank shortly afterwards. All the crew were rescued and there were no casualties. The Master displayed outstanding courage and coolness. Having ensured the safety of his crew he made determined efforts to save his ship in the face of considerable difficulties and danger.

The Second Engineer Officer showed exceptional courage and devotion to duty. He remained with the Master on board when the crew first left. Later he reboarded with the volunteer party. From the time the ship was hit until she had to be finally abandoned, he carried out his duties without thought of personal safety.

The Third Engineer Officer, when the ship was reboarded, went into the engine-room to adjust the valves and attend to the pumps despite the grave risk of being trapped below as the ship was sinking.

Donkeyman Paterson was conspicuous by his courage, coolness and devotion to duty throughout. He remained on board when the crew were ordered to stand-by in the boats. Later he was one of the reboarding party and did good work in attempting to save the ship.

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

Alfred Garth Gorham, Esq., Chief Officer.

When the ship, sailing alone, was torpedoed she sank in twelve minutes. The Master was severely injured and the Chief Officer immediately took charge. Although two of the boats were rendered useless by the explosion, and another damaged, the crew were able to get away in the fourth boat and on rafts. The damaged boat was later righted and made serviceable and, after three days, the survivors were picked up.

The Chief Officer acted with courage, skill and resource throughout. When the Master was injured, Mr. Gorham immediately took charge and, under his direction, the abandonment of the ship was successfully carried out in spite of many difficulties and dangers. It was due to his leadership that the survivors were brought to safety.

John Kilby Lowrie, Esq., Second Engineer Officer.

The ship, sailing in convoy, was compelled to reduce speed owing to engine trouble. Before she could rejoin convoy she was torpedoed and immediately began to sink. When it was realised that she could not be saved abandonment was ordered and most of the crew took to the boats. The remainder jumped into the water as the ship went down, ten minutes after being hit.

The Second Engineer Officer displayed conspicuous courage and devotion to duty. After the ship had been torpedoed he went into the engine-room, closed the water tight tunnel door and shut off main stop valves in the boiler-room, ignoring the grave risk of being trapped below. By this gallant action he did much to ensure a safe abandonment. He did not leave until satisfied that no one remained in the engine-room and stokehold.

Pierre Payne, Esq., Chief Officer.

The ship, sailing alone, was torpedoed. As the ship was badly damaged and the engine-room was flooded, she had to be abandoned. She was then shelled by the submarine and finally sunk by another torpedo. The Master was taken prisoner and the Chief Officer collected the survivors together in one of the boats, which, however, was badly damaged. The motor, which could not be used, was dismantled and jettisoned. With 38 occupants, some of whom were wounded, the boat then set off on what proved to be a 37 days' voyage. They were all eventually rescued by another ship.

Mr. Payne displayed splendid courage and leadership. By his outstanding skill, seamanship and example he brought the occupants to safety in good heart after a difficult voyage of 37 days.

James Alexander Scott, Esq., Third Officer, s.s. "Glenlea" (Morrison Steam Ship Company, Ltd.).

The ship, sailing in convoy in the North Atlantic in the winter of 1942, was forced to drop astern owing to bad weather. She was torpedoed and sank very quickly. The crew got away in two of the boats which, however, were separated soon afterwards. One of them was apparently overwhelmed by the heavy seas and all lives were lost. In the other, the occupants died one by one from exposure

and thirst and, after a voyage of 21 days, only three remained alive when rescued.

The Third Officer was in charge of this boat and was one of the three survivors. For 21 days, with little or no protection from the weather and with his companions dying one by one, he displayed courage, fortitude and skill in bringing the boat and his two companions to safety.

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

Serang Ibrahim, Pilot of a Motor-launch.

Ibrahim was serving as a non-combatant in patrol operations in Burma against the Japanese early in 1942. On one occasion his launch was in close action with a Japanese machine-gun section. Ibrahim, although shot through the eye and in extreme pain, stayed at his post and continued to advise on the pilotage of the launch throughout the engagement.

Somer Oscar James, Ordinary Seaman, s.s. "Empire Lightning" (Hall Bros.).

The ship, loaded with high explosive, was moored at an Italian port when an enemy aircraft attack developed. There was a number of drums of octaine spirit stacked on the quay with a big ammunition dump only one-and-a-half ship's lengths astern. A bomb fell on the dump which immediately took fire. A series of heavy explosions followed and caused considerable superficial damage to the ship. Two landing barges nearby also caught fire. In these circumstances the vessel was moved ahead along the wharf and singled up ready for slipping in case it became necessary to move her still further away.

Ordinary Seaman James showed outstanding courage throughout. When the ship had to be moved, it was necessary for someone to go on to the quay and let go the moorings. In spite of the grave risks, James volunteered for this task. After this work had been accomplished he assisted in moving a number of burning barges, some of which were loaded with dangerous goods. There is no doubt that his action did much towards saving the ship from more serious damage.

COMMENDATIONS.

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

Francis Patrick Alder, Donkeyman.

Askari X Ameeruddin, General Servant.

Henry James Belcher, Able Seaman.

Captain Colin Campbell Burge, Master, s.s. "Empire Lightning" (Hall Bros.).

John Richardson Edwards, Esq., Third Engineer Officer.

Captain Henry Gittins, Master.

Richard Walter Mountain, Esq., Second Officer.

John Orr, Greaser.

Ernest Stoveld Rawcliffe, Boatswain.

Patrick Sheehan, Able Seaman, s.s. "Glenlea" (Morrison Steam Ship Company, Ltd.).

Charles Buchan Smollett Telfer, Apprentice.

Harry Tock, Esq., Second Officer.

Derrick Edward Warren, Esq., Second Officer.

Thomas Fairfax Alfred Wyatt, Esq., Chief Officer.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1,
23rd January, 1945.*

The KING has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire, and for the following awards of the British Empire Medal, for services to the Forces and in connection with Military operations in the Middle East.

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

Christopher Bland, in charge of Shipping and Supplies Department, The Shell Company of Egypt, Ltd., Cairo.

Miss Alice Phyllis Williamson, Founder of the Somerset House Club and Hostel for the Forces, Helmhieh.

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

Hilda Beatrice, Mrs. Butler, in charge of the Karney Home for Soldiers, Qassassin.

Miss Mary Jacomb, Manageress of the Corner Club and Hostel, Cairo.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1,
23rd January, 1945.*

The KING has been graciously pleased to give orders for the undermentioned awards of the British Empire Medal for brave conduct.

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

Herbert William John Eyers, Labourer, R.N. Hospital, Haslar.

James Hoy, Warden, Civil Defence Wardens Service, Gosport.

Stuart William Paxton, War Reserve Constable, Hampshire Joint Police Force.

An aircraft crashed near to where Eyers, Hoy and Paxton were working on their allotments.

A large quantity of petrol was escaping from the machine and, although fully aware of the danger, Eyers got on to the starboard wing and Paxton climbed on to the port wing with the intention of releasing the pilot.

Hoy, who had been about 100 yards away when the crash occurred, was about to follow Eyers when the petrol exploded. Eyers was blown thirty feet from the plane and at the same time his clothing, which was alight, was drenched with petrol.

Paxton was blown between the branches of a tree and was stunned but, on recovering, saw Eyers with his clothing on fire. Although severely burned and cut himself, Paxton rushed to Eyers' help and succeeded in pulling off some of his clothing which was burning fiercely and extinguished the flames on his clothing and flesh. In so doing he sustained more burns. Eyers was admitted to hospital severely injured and in a critical condition.

Hoy was blown to the ground by the explosion and was momentarily dazed but unhurt. On recovering he again tried to

reach the machine but the great heat drove him back. As a Warden he then helped to keep the crowd away from the danger of exploding ammunition.

Eyers, Hoy and Paxton showed courage without regard for their own safety.

The notices in the London Gazette No. 36869, dated 3rd January, 1945, pages 134 and 137 respectively, regarding the awards of the

British Empire Medal to George Green and John Edward King Quinton, are hereby cancelled, it having been ascertained that they died before the date of the awards therein mentioned.

The names of the undermentioned shown in Gazette No. 36869, dated 3rd January, 1945, are:—

Daniel Joseph Devlin, page 133.

Henry Frederick Hayter, page 134.

Kenneth Warrick, page 138.

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:

York House, Kingsway, London, W.C.2; 13a Castle Street, Edinburgh 2;

39-41 King Street, Manchester 2; 1 St. Andrew's Crescent, Cardiff;

80 Chichester Street, Belfast;

or through any bookseller

1945

Price Sixpence net

S.O. Code No. 65-36904