



# THIRD SUPPLEMENT TO The London Gazette

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## CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

*20th March, 1945.*

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 Thomas Harold Buckle, Master, s.s. "Marsa" (United British Steamship Company, Ltd.).

The ship was heavily attacked by an enemy aircraft. She was badly damaged, the engine-room was flooded and she began to sink. The vessel had to be abandoned and the survivors were taken on board an escort.

Captain Buckle displayed courage and coolness of a high order. He handled his ship with exceptional skill during the attack and successfully evaded many bombs. Throughout, he made every effort to save his ship and when the position became hopeless he ensured the safety of his crew before leaving the vessel.

Captain Bernard Henry Jackson, Master.

The ship, sailing alone, was torpedoed in darkness and sank within twenty minutes. As the engine-room was wrecked and flooded and the engines useless it was realised that the ship could not be saved and the crew had to abandon her. The boats then kept together until they were located by aircraft and they all reached land on the following day.

The Master acted with great courage and coolness throughout. When he realised that his ship could not be saved he did his utmost to ensure the safety of his crew. The orderly abandonment was due to his excellent organisation and control in difficult and dangerous circumstances. He was the last to leave the ship, jumping overboard as she settled and swimming to one of the boats. On two previous occasions Captain Jackson has had to swim from torpedoed ships, having remained at his post until the very last minute and he continues to display fine courage and indomitable spirit.

Herbert Lawton, Esq., Chief Engineer Officer.  
John Magnus Thompson, Esq., Chief Engineer Officer.

For gallantry and initiative in hazardous circumstances.

Angus Wilkieson, Esq., Chief Engineer Officer.

The ship, sailing alone, was torpedoed in darkness and she sank within eight minutes. Only one boat got away and this was water-logged. With difficulty it was baled out and members of the crew were rescued from the water. When no more could be found, the boat set a course for the nearest land which was reached after a voyage of ten days.

The Chief Engineer Officer displayed great courage, skill and outstanding leadership. None of the navigating officers had survived, and he took charge of the boat which, in addition to being damaged, was very heavily laden. By his skill and seamanship he brought the occupants to safety.

### COMMENDATIONS.

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

Peter Trainer Brown, Boatswain, s.s. "Marsa" (United British Steamship Company, Ltd.).