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CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD,

St. James's Palace, S.W.1,
17th July, 1945.

The KING has been graciously pleased to award the GEORGE CROSS to:—

Albert Edward HEMMING, Leader, Civil Defence Rescue Service, Bermondsey.

As the result of enemy action a house was demolished and people were trapped in the wreckage.

The collapse of the walls caused four floors to pancake with the contents of the rooms between.

Hemming put his party to work and a man was found in a V-shaped void. He was completely encased in debris and furniture, some of which was supporting the floor above. By slow and patient work Hemming burrowed his way down through the mass of beams, masonry and plaster. Working head downwards he removed the debris and broke out the furniture around the victim until it was found that he was pinned down by a main timber which was fixed to a floor. Any movement of this beam would have brought about a complete collapse of the structure with fatal results to both. Despite the apparent hopelessness of the situation and the added danger of coal gas which was escaping from a damaged pipe nearby, Hemming, still working head downwards, slowly and carefully removed the debris from beneath the man's body until, after three hours, he was released.

Although from the outset, it appeared impossible to effect a rescue, Hemming refused to abandon the victim and, with great gallantry and determination, successfully accomplished a task seemingly beyond human endurance.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD,

St. James's Palace, S.W.1,
17th July, 1945.

The KING has been graciously pleased to give orders for the undermentioned awards of

a Bar to the British Empire Medal and of the British Empire Medal, and for the publication in the London Gazette of the persons specially shown below as having received an expression of Commendation for their brave conduct in Civil Defence:—

Awarded a Bar to the British Empire Medal (Civil Division):—

Alfred Edward JONES, B.E.M., Company Officer, No. 36 (London) Area, National Fire Service.

Awarded the British Empire Medal (Civil Division):—

Joseph Henry EVES, Party Leader, Civil Defence Rescue Service, East Ham.

People were trapped in a house which had been damaged by enemy action. Jones and Eves tunnelled into the debris and rescued a boy who was unconscious. They then made another tunnel about 20 ft. long and, after about an hour's work, discovered an unconscious woman. Oxygen was administered, and after further efforts she was released. This rescue took three hours to complete and during the whole of this period there was the possibility of a further collapse of debris, and the continued presence of coal gas hindered the course of the operations.

Jones and Eves showed courage and devotion to duty without thought for their own safety.

Awarded the British Empire Medal (Civil Division):—

James Francis DENYER, Constable, "Y" Division, Metropolitan Police.

Alfred Edward Charles MARTIN, Constable, Royal Marine Police Special Reserve.

When houses were demolished by enemy action, Constable Martin was thrown to the ground but he at once crossed the road and entered a partly demolished house from which screams were heard. He was joined by Denyer who, in order to make it possible for Martin to work more effectively, braced himself against the wall to hold it up. At the same time he lifted a roof beam which

was pressing down on a casualty. This action made it possible for Martin to crawl through the pile and reach a woman and, after removing more debris, he succeeded in extricating her. Throughout Denyer had been holding up the wall with his back and taking the weight of the beam. Denyer and Martin remained in the dangerous passage for some time to help in handing out debris removed during the course of the rescue of the other occupants of the house. Both men showed courage and determination without thought for their own safety.

Henry MOSELEY, Sergeant, "M" Division, Metropolitan Police.

Francis Leslie PAINTER, Station Sergeant, "M" Division, Metropolitan Police.

James Samuel WHITE, War Reserve Constable, "M" Division, Metropolitan Police.

Houses were damaged as the result of enemy action and Painter, Moseley and White went to one where people were trapped. The three men, guided by voices, found a woman held down by ceiling joists. Moseley and White held up part of the ceiling, while Painter sawed through the joists and released the victim. They then saw a child's hand and legs sticking out from under some debris. Moseley, using a piece of joist as a lever, lifted the beams which were holding the child down. After moving debris and bedclothes he was able to free her and pass her out to safety. A child in bed had fallen through to the room below. As there was no way of reaching her from above, the three men went down to the street and crawled through the wreckage. After moving heavy pieces of brickwork they found the girl under the up-turned bed with two 6 inch beams across her body. Moseley and White were able to lift the bed just enough to enable Painter to crawl underneath and he sawed through the beams and released the girl. They also discovered that a man was trapped in a bed which had buckled when a large piece of brickwork had fallen on the head of it. This brickwork was too big to be moved and Painter had to break it up with a sledge hammer. The top of the bed was then prised up and the man released.

The three men then went to give a hand at the adjoining house and helped in the rescue of two more people.

Painter, Moseley and White showed courage and devotion to duty.

COMMENDATIONS.

Those named below have been Commended for brave conduct in Civil Defence:—

Reginald Arthur ALLEN, Constable, "P" Division, Metropolitan Police.

Miss Winifred Ada Rose BUTLER, Staff Nurse, The Brook (L.C.C.) Hospital, Shooter's Hill.

Herbert Edward COOPER, Leading Motorman (Streatham Hill), Southern Railway Company.

Leonard Joseph ELLIS, Constable, "R" Division, Metropolitan Police.

Alexander GRAY, Constable, "R" Division, Metropolitan Police.

Charles George HILL, Inspector, "N" Division, Metropolitan Police.

Albert Edward HUNT, Warden, Civil Defence Wardens Service, East Ham.

Miss Barbara Janet SMITH, Sister, The Brook (L.C.C.) Hospital, Shooter's Hill.

Henry John STANDEN, Leading Fireman, No. 36 (London) Area, National Fire Service.

Leonard WOPLIN, Warden, Civil Defence Wardens Service, East Ham.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

17th July, 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 George Medal and 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 an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—

Egbert Victor Hector RIZZO.

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

Miss Anne Marie WALTERS, First Aid Nursing Yeomanry.

Awarded the George Medal:—

Miss Nancy Grace Augusta WAKE, First Aid Nursing Yeomanry.

For brave conduct in hazardous circumstances.

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

Captain Thomas Richard THOMPSON, Master, s.s. "Blairclova" (Clydesdale Navigation Company Ltd.).

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

Norman Hubert HARRIS, Second Officer, s.s. "Fort Stikine" (Port Line Limited).

Charles Davidson MICHAEL, Chief Officer, m.v. "Capsa" (Anglo-Saxon Petroleum Company Ltd.).

John Kinlock PURDON, Chief Officer, s.s. "Blairclova" (Clydesdale Navigation Company Ltd.).

Henry Edward SWAINE, Fourth Engineer Officer, s.s. "Kingyuan" (China Navigation Company Ltd.).

James Joseph TOBIN, Second Engineer Officer, s.s. "Kingyuan" (China Navigation Company, Ltd.).

Explosions occurred on board a vessel loaded with cotton and T.N.T., in Victoria Dock, Bombay, causing fires which devastated Victoria Dock and Princes Dock with heavy loss of life.

The s.s. "Fort Stikine" had about 900 tons of explosives on board but the fire actually started among a cargo of cotton while the ship was discharging. Volunteers went down into an adjoining hold to move detonators but, as the bulkhead became heated, they were ordered on deck. The fire became beyond control and all hands were ordered off the ship to the quay. Shortly afterwards two heavy explosions occurred, the ship blew

up and became a total loss. The explosions set on fire several other ships nearby.

The Second Officer displayed outstanding gallantry throughout and played a leading part in the fire-fighting operations. For over an hour he worked in the hold moving the detonators and, when a man collapsed and became unconscious, Mr. Harris immediately carried him out of the hold to safety. In doing so he was affected by the smoke and momentarily collapsed. On recovering he refused to leave his ship or to go to hospital.

The s.s. "Blairclova" was in dry dock close to the s.s. "Fort Stikine." After the first explosion the ship's officers extinguished several fires which had broken out. They continued to stay by the ship. The second explosion then occurred and more fires broke out on board. These were also extinguished. In addition to fire-fighting operations, a trailer pump was manned and used in efforts to extinguish fires which had broken out in nearby warehouses.

The Master of the "Blairclova" showed courage, leadership and organisation of a high order when leading fire-fighting parties on his ship, and later in helping his Chief Officer to moor another ship in safety. There is little doubt that but for his efforts and those of the crew under him in standing by the ship, she would have become a burnt-out hulk and would also have put the dry dock out of service.

The Chief Officer displayed outstanding courage and devotion to duty and his efforts were not confined to his own ship. Later with Captain Thompson he moored the stern of an abandoned vessel to the jetty. But for this prompt and courageous action it is probable that serious damage would have been sustained by this ship.

The Chief Officer of the m.v. "Capsa" displayed outstanding courage and devotion to duty throughout. He played a leading part in extinguishing the fire on board his own ship and in dumping the ammunition overboard. There is little doubt that Mr. Michael's brave and sustained courage was in a large measure responsible for the saving of two valuable ships.

The Second Engineer Officer of the s.s. "Kinyuan" displayed conspicuous courage. He remained below while the fires were being fought and was in the stokehold when the boiler was damaged by the second explosion. He stayed below until the last moment.

The Fourth Engineer Officer also showed courage and devotion to duty of a high order. Mr. Swain continued calmly with his duty in spite of grave danger, until he was ordered to abandon ship.

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

Joseph BACON, Chief Officer, now Master, m.v. "Chant 44" (Coastal Tankers Limited).

The m.v. "Chant 5" was anchored inside Le Havre Harbour loaded with spirit, which was being transferred to other tanks, when the ship caught fire and several explosions occurred on board. Although some of the crew got away in a boat and others jumped overboard, the loss of life was very heavy. Eventually, the fire was extinguished

by fire floats, but it was then found that the "Chant 5" had a heavy list, and was in danger of capsizing. Captain Bacon displayed courage and devotion to duty of a very high order. At the time of this accident he was serving as Chief Officer of the "Chant 44," and as soon as it was realised that the "Chant 5" was in danger of completely turning over, he immediately volunteered to go on board and close the valves to prevent the ship from capsizing. The Master of the "Chant 5" had been severely injured and Captain Bacon immediately took charge. He succeeded in getting the ship upright and, after discharging her cargo, brought her safely to the United Kingdom.

Awarded the George Medal:—

Herbert Norman STUBBS, Fireman (Working-ton), London Midland and Scottish Railway Company.

Stubbs noticing that his train was on fire immediately told his Driver, who at once applied the brake whilst Stubbs jumped off the engine as it was stopping. He ran back to find flames coming from the sixth wagon from the front of the train and at once unhooked at the rear of the burning wagon and raced forward to the engine, telling the driver to draw ahead. Stubbs again left the engine before it stopped in order to be opposite the burning wagon when it came to rest. By this time flames were coming out like gas jets, both at the top of the wagon and through the bottom, round the draw gear. The heat was intense and Stubbs realised that the contents of the wagon were dangerous. The flame from the bottom of the wagon was straight above the drawbar coupling and Stubbs had to stoop underneath the flame to uncouple from the five other wagons attached to the engine, thus running considerable risk of being severely burned, quite apart from the great danger from the contents of the wagon. The leading seven wagons of the train each contained about 10 tons of Amatol depth charges. Stubbs then ran back to the engine for a supply of detonators to protect the opposite line, and having correctly placed the first detonator he was lifted from his feet and thrown on to the opposite side of the line by the explosion of contents of the burning wagon, but he recovered and placed four more detonators before returning to the scene of the explosion where he was informed that the Driver had been killed.

The alertness of Stubbs in detecting the fire and his courageous action in so quickly isolating the burning wagon undoubtedly prevented a far more serious explosion.

Awarded the British Empire Medal (Civil Division):—

Cyril William ANNETTS, Locomotive Driver (Salisbury), Southern Railway Company.

Flames were seen issuing, apparently under pressure, from the front end of the second wagon of a train laden with 46 wagons loaded with petrol in drums.

Arrangements were made to have the train stopped at the next signal box. Driver Annetts saw flames coming over the top of the second wagon and, when the train had come to a stand, he immediately jumped

down, uncoupled behind the burning wagon, rejoined the engine and pulled the two leading wagons forward for some distance.

He again got down, detached the engine and leading wagon, which was empty, thus isolating the burning vehicle, and ran forward to obtain assistance. By the time the vehicle was detached the flames were becoming fierce and explosions were occurring.

Annetts showed courage, coolness and initiative in isolating the burning wagon, which contained thirty 40-gallon drums of petrol, and saved the fire from spreading to other wagons.

Robert James WYNNE, Section Leader, River Thames Formation, National Fire Service.

Two vessels, one of which was a tanker, collided. Petrol gushed out and was showered over the two ships and on to the water. At the same time the rending metal sparked sufficiently to cause the petrol to ignite and instantly the two ships were enveloped by flames.

Section Leader Wynne who was in charge of the Fireboat "Laureate" brought his ship alongside the tanker and, undeterred by the fact that all the crew of the tanker except two had abandoned ship, led his crew on board and resolutely tackled the fire with foam. The men worked their way across the ship, across a burning hot deck, using the break of the fo'c'sle as a screen, to the burst and burning tank on the port side. Gradually the flames were smothered and, out of a cargo of 8,000 tons of petrol, only about 350 tons had been lost. Wynne, by his prompt and resolute action, was the means of saving the ship and prevented what might have been a disastrous fire.

Frank Gladstone Edward WHITEHEAD, Engine Erector and Maintenance Man, Stirchley, Birmingham.

A fire started on the ground floor of a dwelling house and spread rapidly to the floors above. Smoke and flames coming up the staircase made it unusable. Whitehead, who was asleep in an attic room, came down to the first floor room and, instead of attempting to make his own escape, stayed to rescue three women and a child. The child was dropped out of the window into a tablecloth held by neighbours and Whitehead knotted blankets and sheets together and lowered the three women to safety. He then made his own escape by climbing from the first floor window to the bedroom window of the adjoining house.

Whitehead, without thought for his own safety, saved four lives.

COMMENDATIONS.

Those named below have been Commended for brave conduct.

When rescuing a boy from drowning:—

James BIRCHENOUGH, Constable, Southport Borough Police Force.

Vere Rogers NICHOLAS, Sergeant, Southport Borough Police Force.

When aircraft crashed and caught fire:—

Sidney George BENNETT, Special Constable, West Suffolk Special Constabulary Service.

Walter Percy BLUMFIELD, Constable, West Suffolk Constabulary.

David QUESTED, Schoolboy, Ash, Kent.

Joseph Edward ROBINSON, Farmer, Tillingham, Essex.

Frederick George TAYLOR, Head Cowman, Asheldham, Essex.

When explosions occurred in the Bombay Dock Area:—

John ACTON, Third Engineer Officer, m.v. "Capsa" (Anglo-Saxon Petroleum Company Ltd.).

John AUGIER, Purser, s.s. "Baroda" (British India Steam Navigation Company Ltd.).

Percy BALLARD, Donkeyman, s.s. "Fort Stikine" (Port Line Ltd.).

Leslie Singleton CANDLISH, Chief Engineer Officer, m.v. "Capsa" (Anglo-Saxon Petroleum Company Ltd.).

James William FOSTER, Fourth Engineer Officer, s.s. "Fort Stikine" (Port Line Ltd.).

James MacAdam GALBRAITH, Third Officer, s.s. "Blairclova" (Clydesdale Navigation Company Ltd.).

Herbert Archer GARLAND, Fifth Engineer Officer, m.v. "Capsa" (Anglo-Saxon Petroleum Company Ltd.).

William Douglas HENDERSON (deceased), Chief Officer, s.s. "Fort Stikine" (Port Line Ltd.).

Rowland HILL, Fourth Engineer Officer, s.s. "Baroda" (British India Steam Navigation Company Ltd.).

Samuel Goldfinch JAMES, Chief Officer, s.s. "Baroda" (British India Steam Navigation Company Ltd.).

Donald Henry MITCHELL, Third Officer, m.v. "Capsa" (Anglo-Saxon Petroleum Company Ltd.).

Captain Alexander James NAISMITH (deceased), Master, s.s. "Fort Stikine" (Port Line Ltd.).

James Armstrong PATERSON, Second Radio Officer, s.s. "Fort Stikine" (Port Line Ltd.).

Robert Scott SINCLAIR, Chief Engineer Officer, s.s. "Kinyuan" (China Navigation Company Ltd.).

James STEWART (deceased), Chief Engineer Officer, s.s. "Baroda" (British India Steam Navigation Company Ltd.).

John Jolly THOMPSON, M.B.E., Chief Radio Officer, m.v. "Capsa" (Anglo-Saxon Petroleum Company Ltd.).

When ships collided and caught fire:—

Frederick Edmund BONNER, Leading Fireman, River Thames Formation, National Fire Service.

Reginald John COX, Fireman, River Thames Formation, National Fire Service.

Walter William DIPLOCK, Section Leader, River Thames Formation, National Fire Service.

Philip Percy DIVVER, Leading Fireman, River Thames Formation, National Fire Service.

Alfred Charles HUGGINS, Fireman, River Thames Formation, National Fire Service.

William George SCRAGG, Fireman, River Thames Formation, National Fire Service.

Thomas Henry SETCHELL, Fireman, River Thames Formation, National Fire Service.

Frank TYTE, Fireman, River Thames Formation, National Fire Service.

Norman Harry WILLIAMSON, Fireman, River Thames Formation, National Fire Service.

When rescuing a child from a burning house:—

Donald Hardy MALYON, Window Cleaner, Sudbury, Suffolk.

When removing smouldering ammunition from a train:—

Ernest John CONSTABLE, Section Leader, No. 31 (East Grinstead) Area, National Fire Service.

When rescuing men from the sea after an explosion:—

George Graham GRIFFITHS, Cook, m.v. "Chant 44" (Coastal Tankers Ltd.).
Leslie Frank Eustace PUGH, Able Seaman, m.v. "Chant 44" (Coastal Tankers Ltd.).
Charles Christopher SHORT, Able Seaman, m.v. "Chant 44" (Coastal Tankers Ltd.).

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

17th July, 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 in connection with the Burma Campaign, 16th May, 1944, to 15th August, 1944:—

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

Chansao LOTH, Honorary Magistrate, Wokha.
Dr. Harendra Nath GANGULI, Sub-Assistant Surgeon, Piphima.
Honorary Captain Kevi-Chusa ANGAMI, Assistant to District Commissioner, Kohima.
Kumbho ANGAMI, Teacher, Government School, Kohima.
Pensioner Subedar TANG-ZA-KAI, Tuitang Village, Chin Hills.

Awarded the British Empire Medal (Civil Division):—

Chohozhu SEMA, Interpreter, Office of the Deputy Commissioner, Naga Hills.
Khakhu SEMA, Interpreter, Office of the Deputy Commissioner, Naga Hills.
Hetoi SEMA, Forest Chowkidar, Kohima.
Hezekhu SEMA, Interpreter, Sub-Divisional Office, Mokokchung.
Hoshekhe SEMA, Interpreter, Naga Hills.
Kohoto SEMA, Interpreter, Office of the Deputy Commissioner, Naga Hills.
Lhouvisielie ANGAMI, Interpreter, Office of the Deputy Commissioner, Naga Hills.
Maung Thein Maung S/O V Shwe Si, Burma Village Kaingdaw, District Monywa.
Nikhalhu ANGAMI, Interpreter, Office of the Deputy Commissioner, Naga Hills.
Pfuzielhu ANGAMI, Headman of Jotsoma.
Viliezhu RENGMA, Headman of Tseminyu Village, Kohima.
Virialie ANGAMI, Cultivator and Artisan, Kohima.
Zuikhu SEMA, Interpreter, Office of the Deputy Commissioner, Naga Hills.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

17th July, 1945.

The KING has been graciously pleased on the advice of His Majesty's Australian Ministers to give orders for the undermentioned appointment to the Most Excellent Order of the British Empire, and for the following award of the British Empire Medal for services to the Forces in connection with military operations in the South-West Pacific Area.

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

GOLPAK, Luluai, Sali Village, Gasmata sub-district, New Britain.

Awarded the British Empire Medal (Civil Division):—

SIMOGUN, Sergeant-Major, Royal Papuan Constabulary.

The notice in the London Gazette No. 37122, dated 15th June, 1945, page 3060, regarding the award of the British Empire Medal to Thomas Morrell, is hereby cancelled, it having been ascertained that he died before the date of the award therein mentioned.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

17th July, 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 an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Thomas HENRY, Master, s.s. "Narva" (Scottish Navigation Company Ltd.).

The s.s. "Narva," sailing alone from Naples to Alexandria, was mined. The vessel sank in under two minutes and there was no time to lower the boats, but one of the four rafts was released and the other three floated clear as the ship sank. Eleven of the crew of twenty-seven were saved by means of the rafts, but it was not possible, owing to bad weather conditions, to rescue others who were in the water.

The Master displayed outstanding courage and leadership throughout. He was on deck at the time of the explosion and, in spite of the swiftness of this overwhelming disaster, coolly directed operations and attempts to release the rafts as the ship sank. He was carried down with the ship but was later picked up by one of the rafts. Captain Henry has faced many dangers and difficulties with indomitable spirit and has rendered excellent service in the Mediterranean over a long period during which his ship has often experienced severe enemy aircraft attacks. He also did excellent work during the landings in the South of France.

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

James Brewis WOODERSON, Esq., Chief Officer.

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

George Ronald GLEN, Esq., Radio Officer.
Gilbert RICHARDSON, Esq., Second Radio Officer.

Awarded the British Empire Medal (Civil Division):—

William TAYLOR, Motorman.
Richard DIBNAH, Motorman.
John JONES, Motorman.
George SMITH, Donkeyman.
John WARDELL, Able Seaman.

For gallantry and initiative in hazardous circumstances.

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

Harry Reginald SIMPSON, Esq., Chief Officer, s.s. "Nellore" (Eastern & Australian Steam Ship Company Ltd.).
William Arthur CHURCHILL, Esq., Third Engineer Officer, s.s. "Nellore" (Eastern & Australian Steam Ship Company Ltd.).

Awarded the British Empire Medal (Civil Division):—

Jack SHEATHER, Boatswain, s.s. "Nellore" (Eastern & Australian Steam Ship Company Ltd.).

The s.s. "Nellore," sailing alone, was torpedoed in the Indian Ocean. The ship was badly damaged and when it was seen that she was likely to sink, the majority of the crew and passengers were safely got away in the ship's lifeboats and on rafts.

The Chief Officer displayed conspicuous courage and devotion to duty throughout. When the ship was hit and began to sink, he immediately made a search of the crew's quarters for survivors. With great difficulty and in a smoke laden atmosphere, he rescued one of the crew who was severely injured. He also took a leading part in getting boats and rafts launched and remained at his post until ordered by the Master to leave the ship. He then took charge of one of the boats and, although it was considerably overcrowded, brought all the occupants to safety.

The Third Engineer Officer showed outstanding courage and skill. After he had been forced to abandon the ship he took charge of one of the boats. Strict rationing was introduced and life in the boat was organised and disciplined under his directions. It was undoubtedly due to his leadership and example during a trying voyage of nine days that the survivors eventually reached safety.

Boatswain Sheather was in the Third Engineer Officer's boat and displayed exceptional courage and coolness during the whole of the difficult boat voyage. His determined efforts and skilful seamanship contributed greatly to the eventual saving of the survivors.

COMMENDATIONS.

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

Captain Cyril ALLISON, O.B.E., Master, s.s. "San Roberto" (Eagle Oil and Shipping Company Ltd.).

Captain Neil CAMPBELL, Master, s.s. "Gem" (Wm. Robertson).

Captain Leslie William COOPER, O.B.E., Master, s.s. "Samtucky" (Prince Line Ltd.).

John Craven DACEY, Second Cook, s.s. "Birker Force" (West Coast Shipping Company Ltd.).

James Kirkhope DUNCAN, Esq., O.B.E., Chief Engineer Officer.

Captain Robert Richard FRANCIS, Master, s.s. "Birker Force" (West Coast Shipping Company Ltd.).

Martin FROBISHER, Esq., Second Engineer Officer.

George Edward HARWOOD, Esq., Chief Engineer Officer, s.s. "Samtucky" (Prince Line Ltd.).

Eric HODGSON, Esq., M.B.E., Chief Radio Officer.

Richard Henry HUGHES, Esq., Chief Officer, s.s. "Birker Force" (West Coast Shipping Company Ltd.).

Owen JONES, Boatswain, s.s. "Birker Force" (West Coast Shipping Company Ltd.).

Archie William LISTER, Able Seaman, s.s. "Nellore" (Eastern & Australian Steam Ship Company Ltd.).

Murray Fleming McCULLOCH, Able Seaman, s.s. "Nellore" (Eastern & Australian Steam Ship Company Ltd.).

William John OWENS, Able Seaman, s.s. "Birker Force" (West Coast Shipping Company Ltd.).

Kenneth Gordon PHILLIPS, Able Seaman, s.s. "Birker Force" (West Coast Shipping Company Ltd.).

Charles Meryon PROCTER, Esq., O.B.E., Chief Engineer Officer, s.s. "City of Lincoln" (Ellerman Lines Ltd.).

Captain Herbert SPENCER, O.B.E., D.S.C., Master, s.s. "City of Lincoln" (Ellerman Lines Ltd.).

Captain David Alexander STOKES, O.B.E., Master.

Captain Harry WHITFIELD, O.B.E., Master.

James Alexander WINTON, Esq., M.B.E., Second Engineer Officer.

The appointment of Captain Thomas Joseph Lacey announced in Gazette No. 37149 of 26th June, 1945, page 333I, is now dated 19th May, 1945.

LONDON

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