



THIRD SUPPLEMENT
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CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD,

*St. James's Palace, S.W.1,
4th September, 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 an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Keith Robert Martin KINNIER, Master, m.v. "Tornus" (Anglo-Saxon Petroleum Company Ltd.).

The m.v. "Tornus," sailing independently, was torpedoed. Although all navigation aids were wrecked, the ship was kept going at emergency full speed. She was shelled by the submarine but the enemy's fire was returned until the submarine broke off the engagement. The ballast was then shifted to counteract a list which had developed, and a fire on board was extinguished. The vessel eventually reached Karachi safely.

Captain Kinnier showed great courage and determination throughout. He not only fought off the submarine but his sound seamanship in the handling of his badly damaged vessel resulted in saving this valuable ship.

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

Captain William Jones FRANCIS, Master, s.s. "Dalegarth Force" (West Coast Shipping Company Ltd.).

Thomas HART, Esq., Second Engineer Officer, s.s. "Dalegarth Force" (West Coast Shipping Company Ltd.).

The s.s. "Dalegarth Force," while sailing in convoy, was shelled by guns from the

French coast. Three of the crew were killed and others, including the Master, were wounded. Many shells exploded nearby, doing further damage to the ship and setting her on fire. Abandonment was ordered, but the Master and Second Engineer Officer remained on the vessel until she was towed into Dover. Captain Francis showed great courage and devotion to duty. Although wounded he nevertheless remained by his ship and brought her to safety.

Mr. Hart displayed outstanding gallantry and devotion to duty throughout. He helped to get the boats away, but refused to leave the ship as wounded men were still on board. He fought his way amidships through the fire to the Master, and dressed one of his wounds. Having satisfied himself that nothing more could be done for his shipmates, he returned to the engine-room and assisted in bringing the vessel into port.

William Albert WATSON, Esq., Skipper of the s.t. "Retako" (George F. Sleight).

The s.t. "Retako" was engaged in fishing in the North Sea when a pilot was seen to bale out from an American aircraft. The skipper immediately gave orders to proceed at full speed to the rescue, although he knew that this involved a hazardous journey of about three miles into a declared minefield. The "Retako" was brought alongside the airman in about 25 minutes.

Skipper Watson displayed great courage in taking his trawler into the minefield and, by his prompt action, was responsible for the rescue of the pilot.

COMMENDATIONS.

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

Colun St. Kieran BEGDON, Esq. (deceased), Third Radio Officer, s.s. "Tanda" (Eastern & Australian Steam Ship Company Ltd.).