

bridge and the ship was extensively damaged. As the weather was good, the crew stood by in the boats. Early the following morning the Chief Engineer Officer, together with a volunteer party reboarded the "Empire Unity" and carried out an inspection of the engine-room.

Temporary repairs were executed and, in spite of the rapidly deteriorating weather, the ship was brought safely into port.

The Chief and Second Engineer Officers displayed great courage and initiative and succeeded in getting the engines into working order and the ship under way.

Apprentice Campbell showed initiative and skill in transferring ballast to correct the ship's list as soon as he returned on board. He also assisted in steering her safely to anchorage.

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

Captain Thomas William MORRIS, Master, s.s. "Riverton" (R. Chapman & Son).

Joseph Henderson DAVISON, Esq., Chief Engineer Officer, s.s. "Riverton" (R. Chapman & Son).

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

Robert William HUDSON, Esq., Second Engineer Officer, s.s. "Riverton" (R. Chapman & Son).

Awarded the British Empire Medal (Civil Division):—

Irving BELL, Apprentice, s.s. "Riverton" (R. Chapman & Son).

The s.s. "Riverton" was sailing in convoy from Antwerp to Swansea when she was torpedoed. The ship was badly damaged, two of the holds and the engine-room being completely flooded. Abandonment was ordered but the Master and a volunteer party remained on board until the vessel was towed to safety in Swansea Bay.

Captain Morris displayed outstanding courage and great devotion to duty in bringing his badly damaged ship into port.

The Chief Engineer Officer, the Second Engineer Officer and Apprentice Bell remained on board with the Master throughout the hazardous passage which resulted in the saving of the ship. They all acted with great courage and devotion to duty.

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

Captain Alfred HILL, Master, s.s. "Mandador" (Thos. & Jno. Brocklebank, Ltd.).

Awarded the British Empire Medal (Civil Division):—

William STEELE, Quartermaster, s.s. "Mandador" (Thos. & Jno. Brocklebank, Ltd.).

Ali Ahmed x Jalal AHMED, Engine-room Serang, s.s. "Mandador" (Thos. & Jno. Brocklebank, Ltd.).

Abdulla x Ghalam HOSSEIN, Deck Serang, s.s. "Mandador" (Thos. & Jno. Brocklebank, Ltd.).

The s.s. "Mandador" was sailing independently in the Indian Ocean when it was found that she was being shadowed by a

German raider. During the hours of darkness the vessel put on all possible speed in an endeavour to escape but early next morning she was spotted and attacked by an aeroplane from the raider. Its fire carried away the main wireless aerial as well as the emergency aerial. The raider appeared on the horizon and a running chase ensued, whilst the enemy aircraft continued its attack. Fire from the "Mandador" drove off the aeroplane and so badly damaged it that it sank before it could be recovered by the raider.

The enemy continued the chase and closed steadily. A shell hit the vessel and set fire to the hold, while a second salvo registered hits on the bridge. The attack continued but the Master did not abandon ship until the vessel was burning furiously. Whilst abandonment was taking place, the raider continued to fire causing further casualties. The "Mandador" was seen to sink while the survivors were being taken aboard the raider. They were later landed at Bordeaux and taken to a prisoner of war camp in Germany.

The master displayed great courage and determination in the face of heavy odds. He did not abandon his ship until she was completely crippled and sinking, thereby depriving the raider of stores and provisions which were badly needed by the Germans.

Quartermaster Steele acted with outstanding courage during the action and, after being knocked into the sea by gunfire, he refused to be picked up from the shark-infested waters until a badly wounded shipmate had been rescued.

Ali Ahmed x Jalal Ahmed, by his example, inspired the Indian engine-room crew to remain at their posts and to get the best possible speed out of the ship when she was being chased by the enemy.

Abdulla x Ghalam Hossein acted with courage and coolness throughout. He led his Indian deck-hands aloft to rig a fresh emergency aerial in spite of the machine-gun fire from the enemy aircraft. His brave leadership under shell fire inspired the Indian deck hands to give the Master their fullest support throughout the action.

KING'S COMMENDATIONS.

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

Aubrey James CHELEY, Able Seaman, s.s. "Zarnalek" General Steam Navigation Company, Ltd.).

John Gouldie DAVIES, Carpenter, s.s. "Zarnalek" (General Steam Navigation Company, Ltd.).

William Robert GRAHAM, Esq., Second Radio Officer, s.s. "Empire Unity" (Hunting & Son Ltd.).

Rex Philip David JOHN, Esq., Third Radio Officer, s.s. "Empire Unity" (Hunting & Son Ltd.).

David Allan Low, B.E.M., Carpenter, s.s. "Perth" (Dundee, Perth & London Shipping Company).

William MOIR, Chief Steward, s.s. "Eddy-stone" (Clyde Shipping Company Ltd.).

Henry Derek RIX, Esq., Fourth Engineer Officer, s.s. "Empire Unity" (Hunting & Son Ltd.).