



FOURTH SUPPLEMENT  
TO  
**The London Gazette.**  
*Of FRIDAY, the 19th of JULY, 1918.*

**Published by Authority.**

*The Gazette is registered at the General Post Office for transmission by Inland Post as a newspaper. The postage rate to places within the United Kingdom, for each copy, is one halfpenny for the first 6 ozs., and an additional halfpenny for each subsequent 6 ozs. or part thereof. For places abroad the rate is a halfpenny for every 2 ounces, except in the case of Canada, to which the Canadian Magazine Postage rate applies.*

TUESDAY, 23 JULY, 1918.

**HONOURS FOR SERVICES IN THE OPERATIONS AGAINST ZEEBRUGGE AND OSTEND ON THE NIGHT OF THE 22ND-23RD APRIL, 1918.**

*Admiralty, 23rd July, 1918.*

The KING has been graciously pleased to approve of the award of the Victoria Cross to the undermentioned Officers and men:—

Commander (Acting Captain) Alfred Francis Blakeney Carpenter, R.N.

For most conspicuous gallantry.

This officer was in command of "Vindictive." He set a magnificent example to all those under his command by his calm composure when navigating mined waters, bringing his ship alongside the mole in darkness. When "Vindictive" was within a few yards of the mole the enemy started and maintained a heavy fire from batteries, machine guns and rifles on to the bridge. He showed most conspicuous bravery, and did much to encourage similar behaviour on the part of the crew, supervising the landing from the "Vindictive" on to the mole, and walking round the decks directing operations and encouraging the

men in the most dangerous and exposed positions. By his encouragement to those under him, his power of command and personal bearing, he undoubtedly contributed greatly to the success of the operation.

Capt. Carpenter was selected by the officers of the "Vindictive," "Iris II.," and "Daffodil," and of the naval assaulting force to receive the Victoria Cross under Rule 13 of the Royal Warrant, dated the 29th January, 1856.

Lieutenant Richard Douglas Sandford, R.N.

For most conspicuous gallantry.

This officer was in command of Submarine C.3, and most skilfully placed that vessel in between the piles of the viaduct before lighting his fuse and abandoning her. He eagerly undertook this hazardous enterprise, although well aware (as were all his crew) that if the means of rescue failed and he or any of his crew were in the water at the moment of the explosion, they would be killed outright by the force of such explosion. Yet Lieutenant Sandford disdained to use the gyro steering, which would have enabled him and his crew to abandon the submarine