

first attack was from aft with bombs and machine-gun. The next attack was with incendiary bombs which started fires. In the third attack a number of small bombs hit the deck and one went through into the engine-room. The Skipper sent the crew below but stayed in the wheelhouse himself. The Mate was at the winch and started up the tank engine to get the hose working, but he was killed by machine-gun fire. The enemy now machine-gunned the wheelhouse and the Skipper was mortally wounded. The Third Hand, who had cut away the trawl-warps, now took over, while the crew and the heavy seas worked together to put out the fires. He saw a bomb lying on the deck, and thinking that it would explode, ran from the wheelhouse and threw it overboard. In the fifth attack, one large bomb fell on the starboard hand and lifted the ship out of the water. The enemy also used his machine-gun. He then flew away. The Third Hand brought "Rigoletto" and the survivors home safe.

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

Phillip George Windsor, Esq., Radio Officer, s.s. "Sultan Star" (Blue Star Line, Ltd., London).

*Commended:—*

Captain William Henry Bevan, Master, s.s. "Sultan Star" (Blue Star Line, Ltd., London).

On a fine clear afternoon, s.s. "Sultan Star" was torpedoed without warning. Her Master was on the bridge. She at once began to settle. The Master telegraphed "Finished with Engines", the signal for those below in the engine-room and stokehold to go to their boat stations. One man had been killed, but the rest came up in good order. At the same time Radio Officer Windsor was tapping out the S.O.S. The crew went calmly to their boat stations, where they were mustered by the Chief Officer and reported ready. The Master saw that his ship was sinking by the stern and at once gave the order to abandon ship, telling all the boats to get well clear except one, which was to stand by to pick up the Radio Officer and himself. The boats got quickly away. The Radio Officer continued to broadcast the S.O.S. and the Master stood by him. The ship's stern was under, and the water was over the after end of the boat-deck. His ship was going and it seemed certain death to stay another moment. He dived over the side and struck out for the boat, which was standing by for him. As he was hauled into the boat he looked back for Windsor. The ship by now was standing on her stern, her bows were in the air and water was going down the funnel, when he saw him leave the Wireless Office and dash for the side. He was sliding down a rope when the ship went down. The next time he was seen he was clinging to some wreckage.

"Sultan Star" carried a deck cargo of some 200 tons in heavy barrels. These broke loose as she sank. No boat could have lived in the whirlpool. There was, too, the danger of a bursting boiler, so the Master waited

for the maelstrom to die down, till it was safe for him to bring his boat to the rescue of Windsor. He could hear him groan as he was caught and pounded and crushed between the barrels. At last they lifted him on board, more dead than alive. It was not long before three Destroyers arrived. They picked up all the men from "Sultan Star's" boats, and sank the enemy. The Doctor in one of them saved Windsor's life. Windsor's gallantry and devotion to duty had brought help to his shipmates, and destruction to the enemy.

*Awarded the Medal of the Civil Division of the Most Excellent Order of the British Empire, for Meritorious Service:—*

Charles John Jacques, Gunner, s.s. "Yewdale" (John Stewart and Company, Ltd., Glasgow).

S.S. "Yewdale" was armed with one Lewis gun. She was attacked by three enemy aircraft, one on each side and one astern. During the action her Master was killed on the bridge. Her gunner told the Reserve gunner to take cover and ran through a hail of bullets to the Lewis gun, which was in an exposed position on the after boat deck, and opened fire. Tracer bullets were seen to enter one of the aircraft near the cockpit. He engaged the enemy so long as his gun would fire, and then took cover in the engine-room. The aircraft attacked with bombs and machine-gun fire aiming at the wheelhouse and the gun which were peppered with bullet marks. In manning his unprotected gun under heavy fire and continuing in effective action as long as he could, the gunner showed great coolness and disregard for his own safety. The ship was saved and all in her except the Master.

*COMMENDATIONS:—*

Captain Henry Newport Edward Jones, Master, s.s. "Blythmoor" (Runciman Shipping Company, Ltd., Newcastle-on-Tyne).

S.S. "Blythmoor" was unarmed. She was attacked by enemy aircraft. She left the Downs soon after noon. Four miles off Flamborough Head in the late afternoon, the Master sighted an aircraft about 1,000 feet up. While the Master and Second Officer were trying to make out his markings, the enemy opened fire with machine-gun. The Master took cover till the plane had passed, then ran to the bridge, gave the Radio Officer the ship's position and told him to send out the A.A. Signal. He took over the bridge and steered a zig-zag course at full speed. The plane now came in again from the clouds at about 800 feet, and sprayed the deck with machine-gun bullets. He next attacked from astern at about 100 feet in the line of the ship's course. The Master put his helm hard over, swinging broadside on to the enemy's course in order to lessen the target. Three bombs were dropped, but all fell wide. Machine-gun fire was also used. The enemy now circled and came in again astern, and the Master once more put his helm hard over. The aircraft dropped three bombs, two of which hit, used his machine-gun and flew away over the foremast. Seeing smoke coming out of a hatch, the Master gave the