

boat. Heavy rain squalls caused the exhausted crew great hardship. Seaman Light kept his men in heart and they sailed on until a lifeboat was sighted with no oars, sails or any sign of life except a canvas tent amidships. This boat was found to have sixteen men from a torpedoed merchant ship on board. Seaman Light towed the derelict boat in spite of rising seas and wind, which made it necessary to bale the whole time. They sighted an unknown rocky shore, and decided to lie off till daylight, but the boats were driven out to sea again. In a dead calm the men rowed all day till they were worn out.

In the towed boat men were giving up, and Seaman Light went over into it and himself massaged two men and gave them his stockings, and dressed their wounds. Later, in his own boat again, he massaged a deck boy who was in great pain, and bound up his feet with blanket strips. Provisions and water were placed in the towed boat and later the wind rose again. After ten days of privation, weariness and danger they sighted a British ship. She answered a flare from the boat and came to the rescue. In a steep sea the exhausted crews were with difficulty transferred to the steamer, where every care was given to them.

Seaman Light's courage, leadership, self-sacrifice and stout heart thus saved not only his own crew but the sixteen men whose boat he had towed and tended so well. This fine seaman kept a log of the whole voyage.

#### Captain Richard Townshend Payne.

Captain Payne's ship was torpedoed at night and sank in fifteen minutes. With a high sea running and her deck littered with fragments, it was difficult to launch the boats. Captain Payne remained on board till he was satisfied that two boats were away and that four men whom he had seen in the water had been picked up. Just as his vessel sank he jumped into the starboard boat, and in so doing he injured his ankle. After pulling over to the other boat and finding that her crew were all right, he lay to for the night in the hope that a rescue ship might come. As none appeared he decided to try and reach the coast, several hundred miles away. Putting his crew of 16—most of them scantily clothed—on a daily ration of three dry biscuits and a dipper of water each, he set sail in a high sea with heavy rain and a strong westerly wind, his only navigational instrument being the boat compass.

Though they had to bale the whole time, they ran well before the wind until it died away, and they took to the oars. The wind rose later to a sou'-westerly gale and again they ran for it. After six days the fresh water gave out and the men were too weak to eat the dry biscuit. On the eighth day they sighted a ship which took the weary men on board and towed the boat to port. Ten of the crew were taken to hospital—among them Captain Payne—and the rest were cared for in the Sailors' Home.

Captain Payne's good seamanship, stout heart and fine example saved the lives of all in the boat.

He praised his men's behaviour, and it is clear that he himself was fully trusted and obeyed.

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

#### R. Cameron, Able Seaman, Gunner.

In a full gale, the ship pitching and labouring in heavy seas, the ammunition locker head broke loose, took charge, and was washed against the after rail. It could not be relashed, and the Master gave orders to open the locker and throw the contents overboard.

Able Seaman Cameron readily obeyed, and insisting that the task was his alone, refused all help. With great difficulty and at grave risk of his life, he threw the contents of the ammunition locker overboard.

Thus by the courageous action of her gunner neither the ship nor any member of her crew was hurt.

#### *Commendations:—*

The individuals named below have been brought to notice for brave conduct when their ships encountered enemy submarines, aircraft, ships or mines:—

Captain Ernest Victor Bishop, Master.

John Boyle (deceased), Greaser, s.s. San Demetrio.

Captain John Croumbie Brown, Master.

Robert Brown, Esq., Chief Steward.

Edward Russell Campbell, Esq. (deceased), Assistant Radio Officer.

Captain Charles Albert Carter, Master.

Captain James Chadwick, Master.

William Charles Chadgey, Gunner.

G. Elcock, Esq., 3rd Mate.

William Elston, Esq., 3rd Officer.

Max Reginald Gerard, Esq. (deceased), Radio Officer.

Walter Henderson Gillespie, Esq., 1st Radio Officer.

Alexander Goodlad, Esq., 2nd Officer.

William Hamilton Grisewood, Esq., Chief Officer.

James Gudmunsen, Boatswain.

Harry Alex Hazeel, Esq., Chief Officer.

Captain Andrew Hood, Master.

Captain T. H. Irvin, Master.

John Maclean, Esq., 3rd Officer.

John Madle, Gunner.

Vernon Matchett, Able Seaman.

Andrew McLellan, Ship's Laundry Boy.

William George James Monk, Able Seaman.

Cornelius Webster Oliver, Esq., Chief Officer.

Captain Herbert Percival, Master.

A. Rankine, Esq., Chief Engineer.

Theodore Williamson Robertson, Ship's Carpenter.

James Arnott Signey, Esq., 3rd Engineer.

James Manson Stewart, Ship's Baker.

John Storm, Esq., Chief Officer.

George Suddaby, Seaman.

Noel Aidan Thomas, Esq., Chief Officer.

Captain George William Thompson, Master.

Captain Gilbert Thompson, Master.