



**SUPPLEMENT**

TO

**The London Gazette**

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TUESDAY, 13 MAY, 1941

**CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.**

*St. James's Palace, S.W.1.  
13th May, 1941.*

The KING has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire, for the following awards of the George Medal and the British Empire Medal and for the publication in the London Gazette of the names of Officers and Men of the Merchant Navy specially shown below as having received an expression of Commendation for their brave conduct.

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

**Norman Houfton, Esq., Chief Officer.**

One of H.M. Transports arrived at Berbera with troops and stores which were urgently required by our forces in British Somaliland.

Mr. Houfton by his fine example, leadership and hard work greatly helped the unloading, which had to be done into lighters, with the least possible delay. His services were invaluable.

**Captain Reginald Sanderson Kearon, Master.**

The ship was torpedoed and the damage was such that it was clear she would not last long. One boat was smashed but the other was put in the water and rafts were got

over the side. Wreckage knocked men off the rafts into the water and holed the boat. Those left on board pulled all the men they could out of the water and then lowered the rest of the rafts. They then set to work to make a new raft and launched it when the ship began to sink. All but four were got on to it. The Master floated off the ship and was sucked down but came up by a large spar to which the Chief Officer, an elderly man, was clinging. The Master lashed him to it and they were later joined by two others. After two hours they were picked up, but two, including the Chief Officer, were dead from exposure.

**Captain Archibald MacKinlay, Master.**

The ship was damaged by torpedo but got under way again. On the afternoon of the next day destroyers were met. The suggestion of a tug was refused. The next afternoon the weather was very rough and the ship was making water. A tug was asked to stand by. On the fourth day the weather got steadily worse and it was very difficult to steer. The ship lost touch with both tug and destroyers during the night, and she was making water rapidly along the main deck and flooding the port bunker. There was no means of pumping the water out from the bunker and the Master organised a bucket gang which saved the ship from sinking. It kept at work even when the Master, thinking that the ship would be blown ashore, ordered all hands on deck. She was brought safely into port.