

William Walker, Esq., Third Engineer.

When the ship was torpedoed everyone left the engine room except the Third Engineer, Mr. William Walker. He remained and carried out the Master's orders though the engine room was flooding. His devotion to duty was such that he closed off the boilers before leaving thus preventing any chance of an explosion.

Mr. Walker is sixty years old.

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

James Tait Smith, Esq., First Mate.

Awarded the British Empire Medal (Civil Division):—

John Joseph MacNeil, Able Seaman.

When the ship was torpedoed, heavy seas made it hard to lower the boat on the weather side, but as all the crew could not get into the boat on the lee side, Mr. Smith and Able Seaman MacNeil, with great skill, lowered the boat, got into it and fended it off while others of the crew jumped. When it became too dangerous to keep the boat alongside, the First Mate ordered the Boatswain, who was still on board, to make a rope fast to the bulwark and drop the other end over for the boat to pick up so that one man at a time could come down the rope and be hauled into the boat. This was done and all hands left on board were taken off. The Master was the last to leave the ship.

Thereafter Mr. Smith and MacNeil shared in the rigours and duties of the 800-mile voyage, taking watch and watch about till they were picked up.

Awarded the British Empire Medal (Civil Division):—

Harold Bernard Cubberley, Able Seaman.

When the ship was attacked by aircraft the explosion of a bomb threw the guns crews to the deck. Though wounded in the ankle and knee Able Seaman Cubberley reached his gun and was engaging the enemy when the gun was hit by the rear gunner of the plane.

His example had a steadying effect on the members of the ship's crew who manned the guns.

Christopher Thomas Harris, Boatswain.

The ship was sunk by enemy action and went down almost at once. She lay in shallow water on her port side with the starboard side of the deck-house just clear of the water. Those not injured were able to climb out.

Boatswain Harris was under the fore-castle head at the time. As the ship turned over he came out on to the starboard side, worked his way amidships and helped several men. He lifted a steward through a port-hole. He then climbed over the bridge and raised the door of the chart room in order to rescue the Master, but found him dead.

Mr. Harris, who is fifty years of age, saved several lives and steadied those clinging to the wreck.

John Nivens, Donkeyman (Gunner).

An enemy aircraft dropped bombs which were avoided by the skilful action of the Master of the ship.

Ten minutes later another aircraft attacked with machine-gun fire. The Donkeyman, on the Master's orders, held his fire until the enemy presented a clear target at point blank range. He then fired the gun and repeatedly hit the aircraft which dived into the sea.

The ship held on her course, and reached port. The Master's seamanship and courage and Nivens' skill and coolness under fire saved their ship and destroyed an enemy bomber.

COMMENDATIONS.

Those named below have been brought to notice for brave conduct when their ships encountered enemy ships, submarines, aircraft or mines.

Harry George Christopher Allen, Gunner.

Captain Warwich Armstrong, Master.

Paul Frederick Meiring Buckholtz, Apprentice.

William Bowers, Gunner.

Arthur Ernest Burn, Steward.

Francisco Canipane, Esq., Second Mate.

Harry Willoughby Chadd, Esq., Chief Officer.

Robert Cobb, Esq., Second Engineer.

Harry Finestone, Esq., Chief Officer.

Captain Wilfred Ernest Fraser, Master.

Walter Green, Esq., Chief Engineer.

Castlefranc Guest, Esq., Third Officer.

Francis Joseph Guinevan, Esq., Chief Engineer.

Captain William Storm Harrison, Master.

Robert Hayward, Fireman.

Richard Glyn Jones, Esq., Second Mate.

Captain Charles Faulkner Linton, Master.

Calum McNeil, Able Seaman m/v. "San Demetrio."

George Arnott Mainprize, Esq., Fourth Officer.

William Melrose Manderson, Esq., Third Officer.

Patrick Jeremiah O'Keeffe, First Wireless Operator.

Captain William John Parkinson, Master.

H. Petrini, Seaman.

Herbert Lloyd Poulson, Esq., Chief Officer.

Kenneth Jones Roberts, Second Wireless Operator.

Captain Lester Saul, Master.

Alexander Sheehan, Able Seaman.

Captain Richard Septimus Simons, Master.

Cecil Stewart, Able Seaman.

Harry Terry, Esq., Chief Officer.

Captain William Thomas, Master.

Elisha Unsworth, Quartermaster.

Captain Samuel Riley Valler, Master.

Edward Windle Williams, Signalman.

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In the list of Commendations published in the London Gazette of 25th February, 1941, for the name of L. J. Dumbridge, Ship's Galley Boy, there should be substituted the name of John Michael Simpson, Ship's Galley Boy.