



SECOND SUPPLEMENT

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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
10th June, 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 an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Alfred Edgar Ward, Master.

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

Joseph Henry Jackson Thornhill, Chief Officer.
John Richard Puzey, Second Engineer.

The ship was attacked by an aircraft. Fire was opened and many hits were observed. The enemy dropped bombs and the ship was damaged. The Master wirelessed for an escort and was taken in tow. The weather was very bad and the tow rope parted three times on the voyage, but she was brought safely to port.

The Master's leadership, example and excellent seamanship had much to do with

his ship reaching port. The work of the Chief Officer, in the very arduous attempts to pick up the tow and maintain it, was outstanding. The Second Engineer, in his efforts to raise steam, set a fine example to the rest of the engine-room staff.

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

James Davison, Chief Engineer.

Awarded the British Empire Medal (Civil Division):—

Lucrezio Galea, Donkeyman.

The ship had been attacked and it was necessary to fit a hatch cover over the hole in her side.

A stage was rigged overside and the Chief Engineer, perched on the top of the star-board boiler and drenched with water, fitted and bolted the hatch cover.

The Donkeyman helped the Chief Engineer throughout. All this was done in the most hazardous circumstances.

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

George Reginald Charlton, Chief Engineer.

The ship was attacked by a submarine. Orders were given to proceed at utmost speed and the engines were fully opened out. The strain, however, was too great for the forward H.P. cylinder, which burst. After

nearly eight hours work the forward engine was disconnected and the ship was able to proceed on the after engine. A full gale blew for four days and the engine-room was flooded.

The Chief Engineer, despite all the difficulties, maintained steam until the ship reached port.

Alexander Muir Duguid, Chief Engineer.

The ship struck a mine. The Chief Engineer at once went below and found the engine-room badly damaged, with a mixture of oil and water everywhere. Although the vessel was badly listed to port the Chief Engineer and his staff at once set to work and, with repairs and improvisations, they got the engines running and were able to bring the ship into port.

Ieuan Prys Ellis, Chief Officer.

The ship was torpedoed in darkness and began to settle.

The Chief Officer, who was responsible for getting the passengers away, showed great energy and leadership and saved many lives.

Valentine Thomas Basil Godfrey, Chief Engineer.

The ship was hit by bombs and caught fire. The Chief Officer was badly wounded, and all the other Executive Officers were killed. The Chief Engineer took charge of the after starboard lifeboat and got it away with fourteen of the ship's company, some of whom were wounded. After transferring these to another ship, the Chief Engineer returned with a party to his own vessel.

The fire was now out but the steam lines had all gone and there were about two feet of water in the engine-room, covering the dynamos. The Chief Engineer at once made arrangements for towing and the ship was brought into port.

Captain Jacob Marcus Harrison, Master.

The ship was damaged by bombs. She was taken in tow but all efforts to check the inflow of water failed, and the ship sank. There was a heavy sea running but, under the leadership of Captain Harrison, the crew got away.

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

Ralph Edward Huggins, Master.

Awarded the British Empire Medal (Civil Division).

Frank Sam Ferguson, Trimmer.

William Smith, Cook-Steward.

The ship was attacked by three enemy aircraft. She replied and one aircraft was seen to be hit. The enemy flew round and made a second attack. Smoke was now pouring from one aircraft and its rear gun was out of action. It flew off and was not seen again. The other two made a third attack and then flew off. During the first attack the starboard gun jammed but was cleared by the Trimmer. He was quite unmoved by the machine-gun bullets and shells which were bursting round him.

Two boys, who shared the fearless spirit of the whole crew, had run out on deck against orders and were hit by the enemy's machine-gun bullets and one of them was killed. The Cook-Steward ran out to save them and in doing so was wounded but he brought them in.

The fine example of the Master was followed by all his crew and their determined resistance saved their ship from further attack.

Awarded the George Medal:—

Captain John Robert Atkinson, Master.

Thomas Edward Bramley, Chief Engineer.

After an explosion, caused by striking a mine, the Stoker on duty was missing. The Chief Engineer had tried to enter the stokehold by the ladder but could not do so owing to the heat from a broken steam pipe. The Master tried to reach the Stoker by the alley-way leading through the engine-room, a narrow passage that could only be gone through sideways. The Chief Engineer followed the Master along the passage which, as the ship was settling by the stern, was flooded to a depth of three feet. The stokehold was full of steam but they found the Stoker's body and carried it back through the passage to the engine-room, whence it was raised to the deck and put on board a ship that was standing by.

Captain Ivor Llewellyn Price, O.B.E., Master.

The ship was attacked by a surface raider. The Master turned away and burnt smoke floats. Owing to the strong wind these did not wholly screen the ship but gave better cover to three other ships, which escaped. Captain Price fired on the enemy when his guns bore and the Raider directed his full attention to the ship, firing as he closed. The Raider subsequently made off.

Captain Price gathered together the ships remaining and, after searching for and picking up survivors, proceeded to port.

Awarded the British Empire Medal (Civil Division):—

Evan Owen Griffiths, Seaman.

Four men jumped overboard from a burning ship. After about three hours in the water they drifted in towards the port quarter of the ship. The jolly-boat was still there and Griffiths with difficulty climbed on board. The boat was too heavy for him to move until he jettisoned its contents. With the help of another who had also climbed on board he lowered the boat, picked up the others and, with the floor boards, steered clear of the ship. There were biscuits but no water in the boat and the men suffered much from thirst until heavy rain fell on the eleventh day. The biscuits were finished on the thirty-first day. On the forty-first day they were picked up.

The men owed their lives to the resource and courage of Griffiths.

Robert Hilton Percival, Able Seaman.

When the ship was damaged by enemy action the Master was badly wounded. He ordered the one remaining life-boat to be lowered but the officers and some of the men

lost valuable minutes in trying to help him instead of getting the boat into the water. The Master therefore told them to leave him and ordered them all away to the boat.

Able Seaman Percival, however, resolutely refused to go and stood by.

All hands were now safely in the boat except the Master and Able Seaman Percival and, as the vessel was about to take her final plunge, Percival was ordered to jump overboard. Instead of obeying this order he tried to carry the Master to the bulwark rail. Four members of the crew stepped back on board and helped Percival. They all dropped into the sea together just as the ship sank and were picked up by a life-boat.

Percival, by his selfless devotion, saved the Master's life.

Ultan Tobin Todd, Apprentice.

When struck by a torpedo, the ship broke in two amidships. The forward half began to sink at once. The starboard dinghy was got away from the lower bridge and fifteen men, under the Chief Officer, climbed into it from the water.

The after half of the ship, though still afloat, was standing nearly upright but the port life-boat was lowered. It was due solely to the coolness and seamanship of Apprentice Todd, the only man in authority on the after part of the vessel, that the boat, with seven men, was got away.

COMMENDATIONS.

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

Jalall Ahamode, Quartermaster.
Yeacoob Ali, Engineerroom Serang.
Robert Austin, Seaman.
David Lewis Beynon, Esq., Second Officer
James Edwin Black, Esq., Second Engineer.
Captain William Boyd (deceased), Master.
Captain Lewis Potter Bruce, Master.
John Carnegie, Esq., Chief Engineer.
Evan Basil Davies, Seaman.
Frederick Henry Feasey, Esq., Chief Officer.
Ian Grant Foster, Esq., First Mate.
Ernest Griffiths, Esq., Fourth Engineer.
Captain Lawrence Laurensen, Master.
Captain James McClelland, Master.
Captain Hugh McLachlan, Master.
Albert Alfred Mountney, Gunner.
Arthur Job Pearson, Esq., Chief Engineer.
Captain John Reed (deceased), Master.
Malcolm Robertson, Esq., Engineer.
Walter Russ, Seaman.
Sidney Leighton Smith, Esq., Chief Officer
(now Lieutenant R.N.R.).
John Faulkes Thexton, Esq. (deceased), Chief Refrigerator Engineer.
Robert Sydney Charles Turner, Gunner.

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