

Awarded the George Medal.

Gerard Llewellyn Turner, Esq., Second Engineer.
Bernard Peter de Neumann, Esq., Second Officer.

For brave conduct when their ship was attacked by enemy aircraft.

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

David Selwyn Davies, Esq., Chief Officer.

The ship was torpedoed at night in a rough sea. Before the boats could be got away she was hit again and the Master was blown into the water. Chief Officer Davies took charge of a boat, rescued the Master and lay to a sea anchor until dawn. More survivors were then picked up until the boat held twenty-eight men.

The Master's wounds prevented him from taking command and the Chief Officer set course.

The boat sailed on for nineteen days and during this period twenty men died. Three others died in the ship which at last picked up the survivors.

No one would have lived to be rescued but for the skill, seamanship and courage of the Chief Officer.

David Hubert Pugh Jones, Esq., Chief Officer.
William Makepeace Youngson, Esq., Third Engineer.

When the ship was torpedoed Chief Officer Jones at once went aft along the flying bridge. The vessel was almost broken in two, the after part only holding by a few plates on the port side, and already deep in the water. The starboard boat had gone and Mr. Jones found the port boat almost water-borne. He boarded it, cleared the tackles and lashing and was then joined by members of the crew who had been on the poop. The men were safely got away.

Third Engineer Youngson was on watch in the engine-room when the ship was struck. He carried a wounded greaser to the deck and then returned to the flooding engine-room to shut off steam.

Stewart Ross, Esq., Third Officer.

The ship was torpedoed but did not sink. The submarine surfaced and fired twenty-six rounds, which set the vessel on fire. She

burnt all night but rain put out the fire next day. Third Officer Ross, with his boat's crew, tried to return to the ship but the U-boat re-appeared and sank her with torpedoes.

The Third Officer set sail and in sixteen days covered five hundred and sixty miles. He had only a poor compass, but his leadership and skill kept good heart in the crew and all were picked up by a Man-of-War.

Harry George Wood, Esq., Second Officer.
Alexander MacQuarrie, Esq., Third Engineer.

The ship was attacked and shelled at night by a German submarine. She was twice hit but the crew fought on until the enemy broke off the engagement.

Outstanding work was done by Second Officer Wood. He was on the bridge when the fight began and altered course without delay. He then fought the after gun until he was hit by shrapnel in the ankle and shoulder.

Third Engineer MacQuarrie, who was on watch, was attending to the steering gear aft when the action opened. He was badly wounded by a shell but went at once to the engine-room where he remained at the controls until he collapsed from loss of blood.

COMMENDATIONS.

Those named below have been commended for brave conduct when their ships encountered enemy ships, submarines, aircraft or mines:—

Captain John Thomas Bennett, Master.
John Husband Burnett, Esq., First Wireless Officer.
William Forrester, Boatswain.
Captain Basil Ames Gammon, Master.
Captain Malcolm Dunnet Gray, O.B.E., Master.
Captain Harold Harding, Master.
Tudor Glynne Jones, Esq., Third Officer.
Cecil Stanley Low, Esq., Third Radio Officer.
William Morrell, Esq., Second Officer.
Hugh Owens, Esq., Chief Engineer.
John Scott, Esq., Chief Engineer.
Archibald Harold Shore, Esq., Chief Engineer.
Oswald Harvey Stansfield, Esq., Chief Officer.
John Taylor, Esq. (deceased), Chief Radio Officer.
Philip Tocque, Esq. (deceased), Second Engineer.
Antonio Uruburu, Esq., Chief Officer.
Kenneth John Daniel Worrall, Esq., Second Radio Officer.

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