



**SECOND SUPPLEMENT**  
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TUESDAY, 6 JANUARY, 1942

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

*St. James's Palace, S.W.1,  
6th January, 1942.*

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, in the Merchant Navy and Fishing Fleet, and for the publication in the London Gazette of the names 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:—*

**Captain Aubrey Devereux Davies, Master.**

The ship was torpedoed at night. She listed so sharply that the Master gave orders to abandon her. Four boats got away without incident but one in charge of the Master struck the sea stern first. The plug was knocked out, some equipment was lost and the boat began to fill. During this time, the enemy began to shell the sinking ship.

The Master had the boat baled out, transferred some men from another lifeboat which was even more damaged, and set sail for land. The rudder had been lost and steering was done by oar. The Master sailed his deeply laden craft five hundred miles to safety. For eight days he maintained steady discipline and by his good seamanship saved the lives of the twenty-six men under his care.

**Captain Thomas Halvorsen, Master.**

The ship was in tow when she was attacked by a German bomber, which came at her in a shallow dive. The Master re-

turned vigorous fire. The enemy attacked repeatedly, but was finally driven off.

The Master showed skill and courage, and his defence saved the ship from damage.

**Captain William Ashley Shute, Master.**

The ship was hit by bombs from enemy aircraft and had to be abandoned. The Master, with four men, remained on board to destroy confidential papers and books. They left the ship in the starboard jolly boat to which were transferred stores and gear from damaged lifeboats. After eight days they reached port, having travelled about 200 miles by the use of oars and a blanket set as a sail.

The Master put up a stout defence, and by means of excellent organisation and good seamanship brought his boat to land.

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

**Captain William Henry Charles Lawrence, Master.**

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

**Jack Hardy, Esq., Second Officer.**

*Awarded the British Empire Medal (Civil Division):—*

**William Charles Cyril Halliday, Gunner.**

The ship was sailing alone when she was attacked by an enemy bomber. Her defence was prepared and when the aircraft was still some distance away the guns hit. The aircraft swayed, turned in the ship's wake and dropped three bombs about forty feet from the stern. The aircraft now assaulted with cannon and machine-gun from the starboard side. When the enemy was level with

the bridge, the Master himself fired and hit. The Germans jettisoned their remaining bombs and, with smoke and flame coming from the engines, the aircraft lost height as it drew away.

It was due to the Master's skilful handling of the ship that she was saved from damage. The Second Officer, although wounded, stood to his post until the action was over.

The cool and accurate fire of the Gunner, who was wounded, probably destroyed the enemy.

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

Captain Charles Rayner Pilcher, Master.  
Captain Percival John Pycraft, D.S.C., Master.

*Awarded the British Empire Medal (Civil Division):—*

James Allan Newlyn, Carpenter.

The ships, which were sailing separately, were both damaged at night by the explosion of a mine. One was shelled by a U-boat and three times attacked by torpedo-carrying aircraft. By the skill and leadership of the Masters, both ships arrived at port without anyone being hurt, although the enemy expended much ammunition. One aircraft was destroyed and another damaged.

Carpenter Newlyn, who was on duty for twenty hours after his ship was damaged, took soundings frequently and reported to Captain Pilcher as to how great a strain could be put on the vessel.

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

Oswald McCurdy, Esq., Chief Officer.

The ship was torpedoed in darkness, and after twenty minutes sank. Lives were lost in the explosion but all the survivors got away in the boats.

The Chief Officer and the twenty-six men in his charge were at sea for eighteen days before being picked up. Mr. McCurdy kept good discipline and routine throughout, and by his seamanship saved the lives of his comrades.

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

Alfred Lawson, Esq., Chief Officer.

*Awarded the George Medal:—*

Frederick William Terence McGowan, Esq.,  
First Radio Officer.

*Awarded the British Empire Medal (Civil Division):—*

Alfred Charles Davis, Boatswain.  
Joseph Piccirillo, Second Steward.

When the ship was attacked by enemy aircraft her defensive armament was at once brought into action. The enemy made three runs and in the third, the ship received such damage that she was set on fire and later sank.

The Chief Officer was wounded and stunned but when he had recovered he at once organised the getting away of boats, the care of the wounded, and the freeing of

rafts which were to carry the many survivors previously picked up from other vessels. In this he was helped by the Boatswain, who was himself wounded, and by the Second Steward, who was tireless in his efforts to spare the hurt.

The First Radio Officer instantly responded to the alarm signal and transmitted the distress message before his set was wrecked. When the ship was hit he was trapped in his cabin with three others. As soon as the blast cleared, he removed the debris and forced his way out. He returned three times to release the others, two of whom were badly hurt. By his own effort alone he succeeded in dragging them to safety.

The Chief Officer was among the last to leave the ship, which by then was blazing. He showed great courage and devotion to duty and by his efforts many lives were saved.

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

Rupert Edward Gardiner, Esq., Chief Officer.  
Bertram Hugh Smith, Esq., First Radio Officer.  
Edwin Goodridge, Esq., Second Engineer.

*Awarded the British Empire Medal (Civil Division):—*

James Linton, Cadet.

The ship was torpedoed and was so badly damaged that she had to be abandoned. The First Radio Officer sent out signals on the emergency set until the last moment and then helped to get the boats away. One overturned, but six men including Mr. Smith and the Second Engineer managed to regain it and cut the painter, allowing it to drift clear of the burning ship. This boat lay to her sea anchor during the night. In the morning two other boats were seen, but owing to the heavy swell and the fact that there were no oars, they could not join company.

Some time later, Mr. Goodridge was able to rig a jury rudder and sail, and a course was set. After a week they were rescued.

During this time Cadet Linton, who is under eighteen years of age, was in charge of the boat altogether for forty-one hours to give his seniors some rest. He showed skilful seamanship and good judgment.

The Chief Officer in charge of another boat showed courage and fine seamanship. Although most of his company knew nothing of boat work, he had no instruments and was in great pain, he brought his boat to safety in ten days.

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

Edwin Charles Grieves, Esq., Chief Engineer.

*Awarded the British Empire Medal (Civil Division):—*

John Francis Keegan, Gunner.

The ship was attacked and hit by enemy aircraft. The Gunner shot with such coolness and accuracy that the enemy was certainly damaged.

The Chief Engineer, an elderly man, remained below throughout to check flooding. His able fulfilment of all the Master's commands did much to bring the ship to safety.

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

David Tawse McRuvie, Esq., Skipper of a Steam Trawler.

*Awarded the British Empire Medal (Civil Division):—*

William Charles Jarman, Deck Hand.

The small vessel was fishing when she was attacked by an enemy aircraft and her rudder was blown away. Another aircraft attacked from straight ahead and the vessel was again damaged.

The Master acted swiftly and with courage. He opened so effective a fire that the second aircraft was certainly hit and was probably lost. He then put out the starboard trawlerboard and used it as a jury rudder to keep his ship before the heavy swell. The holes were plugged and flooding was kept down. By fine seamanship and resource, he brought his command towards an Examination Vessel over twenty miles away and was later towed to safety.

Only protected by a wooden shield, Deckhand Jarman stood to his Lewis gun and although blown from his post by blast and half stunned, he continued to fire until the enemy was out of range.

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

Captain David Pattison, Master.  
James Gronhaug, Esq., Second Engineer.

*Awarded the British Empire Medal (Civil Division):—*

Cornelius McCarthy, Able Seaman.

The ship was mined and the damage was such that the crew were ordered to the boats. The Master, with his boat's crew, went aboard another vessel, but as his ship did not sink, he returned with a small party. The Second Engineer showed great skill. Working on top of a submerged hatch with many of the covers missing, and helped by Able Seaman McCarthy, he connected a steam line to the windlass. Seas broke over the helpless ship and although at times she could not be handled the Master never allowed his party to despair.

The ship was towed to safety stern first by two tugs, the Master doing his own pilotage.

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

Captain Owen Hughes Roberts, Master.

*Awarded the British Empire Medal (Civil Division):—*

Douglas Harris, Mate.  
Henry Alfred Jones, Gunner.

The ship was attacked by a German seaplane. The Master manned the Lewis gun on the bridge, the Mate took the after Hotchkiss

gun and the Gunner a second Hotchkiss. The Master ordered everyone to hold his fire until the enemy was close. The German made two runs, both very low, and such a steady, well directed stream of lead was poured into him that he was destroyed.

*Awarded the British Empire Medal (Civil Division):—*

Sydney William Dixon, Third Hand.  
John Robert Dobson, Deck Hand.

Two trawlers, in company, were returning from their fishing grounds. Towards dusk a German bomber dived to attack. Both ships were in a state of instant readiness. Dobson, who was at a machine-gun in one trawler, observed hits, and Dixon, in the other, used the defensive armament with such skill that pieces fell from the aircraft. When last seen, the enemy was fast losing height and flames were coming from her starboard engine.

*Awarded the British Empire Medal (Civil Division):—*

William Charles Goody, Gunlayer.

The track of a torpedo was sighted. The ship's course was altered and the torpedo passed clear. The submarine then surfaced, and the ship's company closed to action stations.

The enemy gave chase and fired a second torpedo, which missed. He then opened fire and hit the funnel, setting it on fire. It was dark and difficult to lay, but a range was calculated and the gunlayer returned the fire. The enemy then broke off the action, and was not seen again.

#### COMMENDATIONS.

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

Robert George Barrett, Gunner.  
John Leslie Boddin, Carpenter.  
Edgar George Buckwell, Esq., Chief Engineer.  
Daniel Vass McIver Cameron, Esq., Second Officer.  
George Capstick, Boatswain.  
Captain Charles Albert Carter, Master.  
Captain Gerald Lewis Clarke (deceased), Master.  
Henry Cottrell, Gunner.  
Fred Harris Crowe, Able Seaman.  
Captain Harold David, Master.  
Alfred Samuel Evans, Esq., Skipper of a Steam Trawler.  
Captain William Exley, Master.  
James Fleming, Gunner.  
Harry William Lovell Goode, Gunner.  
Allan Haworth, Esq., Fifth Engineer.  
Ernest Haysham, Able Seaman.  
Herbert Vincent Hill (deceased), Cook.  
Percival Herbert Hunt, Esq., Chief Officer.  
Bertie James Stephen Jarman, Mate.  
Captain Charles John Whatley Jones, Master.  
William Jones, Able Seaman.  
Samuel Francis Jupe, Deck Hand.  
John William Arthur Kayler, Cadet.  
John Henry Lemon, Esq., Chief Officer.  
George Cormack Macdougall, Esq., O.B.E., Chief Engineer.  
James Crichton McKay, Esq., Engineer.  
James Mason, Esq., Fourth Engineer.

Thomas Alfred Morris, Esq., Third Officer.  
Henry Hay Paterson, Esq., Chief Steward.  
Harry Pegg, Esq., M.B.E., Skipper of a Steam  
Trawler.  
George Elliott Rodrigues, Esq., Second  
Engineer.

Captain Thomas Ross, Master.  
Bruce Graham Sherratt, Esq., Second  
Engineer.  
James George Smith, Esq., Second Officer.  
Alfred Watson, Deck Hand.  
Alan Winter, Esq., Fourth Engineer.

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