

stead of seeking an easy internment, to make for a friendly shore, a distance of nearly a thousand miles. The voyage took over a fortnight, and all but three reached safety. The Master and the Chief Officer showed great courage and enterprise. Mr. Woodhouse, although in great pain from a wound, kept up the spirits of the men all through the long and difficult passage.

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

Pall Adalsteinsson, Esq., Skipper of a Steam Trawler. (Award dated 9th July, 1941.)

Three trawlers were attacked by aircraft. Afterwards they came across a merchant ship which had been bombed and was sinking. Skipper Adalsteinsson, seeing that his own boat would not be able to make enough journeys to rescue all the crew before the ship sank, closed with the sinking ship. He came up on the lee side, sliding his starboard bow along the ship's port bow, and called to the crew to jump. The trawler then, being ahead, went astern and the Master threw a messenger and made fast a wire on the ship's bow. This he put through the gallows on the port side and heaving on the winch brought the trawler's port quarter up to the ship's starboard bow. This operation was repeated three times until the crew was rescued. Five minutes later the ship sank.

John Bruce, Esq., Skipper of a Steam Trawler. (Award dated 4th November, 1941.)

The trawler was attacked by enemy aircraft and the four bombs dropped were all near misses. The aircraft attacked again, flying at mast-head height. When it came within range the Skipper opened fire and the enemy seemed to be hit, for he half rolled over, and, trying to straighten out, fouled the ship's aerial. He then tried to turn back, but could not do so, and flew off erratically, just skimming the water at about half-speed. The Skipper's spirited defence saved the ship and seriously damaged the aircraft.

Robert Gray Buckett, Esq., Skipper of a Steam Trawler.

Harry Woodliff, Esq., Skipper of a Steam Trawler. (Both awards dated 2nd December, 1941.)

The trawlers were five miles apart when they were attacked by a German aircraft flying at about 150 feet. The enemy made three low-level runs at both ships, one of which was fishing. Both replied at once with Lewis guns. The one that was fishing and so unable to manoeuvre quickly, received minor damage from bombs, but the gunnery of the two small ships was so accurate that, after the third attack, the aircraft was seen to crash flaming into the sea.

Richard Carrick, Esq., Skipper of a Steam Trawler. (Award dated 4th November, 1941.)

The trawler was returning from fishing when she came upon a burning steamer.

A strong wind was blowing and the burning ship was lying in the trough of the seas and sheering violently at times,

With great skill and difficulty, because of the burning vessel's drift and the risk of a crippling collision, the trawler after several attempts was laid against her lee side, and ropes were passed between the ships fore and aft. For forty minutes they lay alongside one another, in which time all 83 hands were taken off.

Great skill was necessary to get clear from the burning ship, which under the force of the wind was pinning the trawler on to her lee side.

The Master's good seamanship saved many lives at the risk of losing his own ship and crew.

George Frederick Chivers, Esq., Chief Officer.

The ship was torpedoed at night and began to sink rapidly. A lifeboat was got away with six men on board. Several others, including the Chief Officer, jumped in when she was waterborne. The ship was about to disappear when the boat was dashed against the hatchway. This holed her and she became difficult to handle.

While engaged in rescuing other survivors the Chief Officer was hailed by another ship. He refused to be picked up until he had saved everyone possible from the sea.

The determination and perseverance of Mr. Chivers resulted in many lives being saved.

John Alexander Clark, Esq., Skipper of a Trawler. (Award dated 24th May, 1940.)

The trawler was suddenly attacked by two aircraft flying at about 120 feet. They flew over the ship diagonally from stern to stem. The Skipper ordered the gun to be manned. The enemy made five attacks with bombs and machine guns. The organisation and ready defence of the Skipper saved the ship, which was brought safely to port.

John Burnett Davidson, Esq., Skipper of a Trawler. (Award dated 1st August, 1940.)

The trawler was fishing when she was attacked by three German aircraft, which flew over the ship between 20 and 30 times, dropping bombs and firing their machine-guns. The Skipper kept the trawler steaming in circles and replied with his Lewis gun until he ran out of ammunition. He certainly hit one aircraft, which flew away. The attacks lasted for over an hour, the trawler being hit many times by machine-gun bullets. The Skipper showed courage and put up a spirited defence.

Captain Vincent Foskett Sizer, Master.

Ships were attacked by enemy aircraft. One was hit and burst into flames. Her crew took to boats and rafts or jumped overboard. A strong gale was blowing with a rough and increasing sea. Though lit up by the flames and thus a target for the enemy's continued attack, Captain Sizer stood by and picked up the men. It was due to his courage and good seamanship that so many lives were saved.

Captain Arthur James Thomas, Master.

The ship was attacked by a German bomber. The enemy circled the ship, and when he had the vessel against the moon,