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CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
10th November, 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 British Empire Medal, in the Merchant Navy and Fishing Fleet, and for the publication in the London Gazette of the names of those 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 Charles Arkieson, Master.

During the winter campaign in the Western Desert the ship was continuously employed evacuating sick and wounded from Tobruk and she was often subjected to high and low level bombing attacks.

Throughout, the coolness and courage of Captain Arkieson inspired confidence and set an example to all on board.

When his ship was seriously damaged, it was due to his courage, resourcefulness and initiative that she was brought back safely to Alexandria.

Captain Walter Bird, Master.

When the ship was sunk by gun-fire from a Japanese submarine, the Master saw the ship's boats away from the ship and then embarked in a boat which he navigated to the Dutch East Indies. He saw his ship's company housed and the wounded attended to. Then, with six volunteers, he set out in a ship's lifeboat for Ceylon. On the 24th day of the passage he was rescued by a Greek vessel being then off Madras.

The successful outcome of a voyage of such a length in an open boat and without proper navigational instruments, is a striking testimony of the Master's courage, seamanship and powers of leadership.

Captain Ernest Marriott, Master.

The ship was in convoy in the Far East, and was a principal target of attacks by Japanese aircraft. Continuous dive-bombing attacks were made but the superb seamanship and tactical sense of her Master, who made the best possible use of the high manoeuvrability of his ship, brought her safely through. The vessel's guns were used to such good effect that she certainly damaged and may well have destroyed more than one of the enemy.

Captain William Turnbull, Master.

Twice on the same day the ship, while making an independent voyage, sighted an enemy submarine. The second time it was clear that an attack was imminent. The Master sounded the alarm, and ordered everyone to action stations. The enemy opened fire and the ship replied. Her shooting was so good that she almost certainly damaged the enemy who, when last seen that day, had ceased fire with her main gun. Next morning the submarine was again sighted. The ship opened fire and the enemy moved off and was soon out of sight.

It was due to the Master's resolute courage and seamanship that the ship was saved.

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

Edward Charles Miller, Esq., Chief Engineer Officer.

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

Stanley White Robinson, Esq., Third Engineer Officer.

Awarded the British Empire Medal (Civil Division):—

George Brittain, Fireman.

For brave conduct and devotion to duty during the passage of a convoy to North Russia,

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

Captain Cyril Maurice Andrews, Master.
Eric Arnold Hickling, Esq., Chief Officer.

Awarded the British Empire Medal (Civil Division):—

George Otto Latter, Lamp Trimmer.
Cyril Nichols, Able Seaman.

The ship was sailing alone when she was hit by a torpedo. A new attack developed, she was hit again, and foundered. The Master saw that she was abandoned in good order. Two of the four boats were destroyed by the explosion but the Master and the Chief Officer showed magnificent seamanship in bringing the remaining boats, though badly overloaded, through very bad weather until, after four days, they were picked up.

Latter and Nichols also did outstanding work and showed initiative both in the abandonment of the vessel and in the journeys which followed. Their cheerful courage was an inspiration to the rest of the crew.

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

Captain John Pascoe, Master.

Awarded the British Empire Medal (Civil Division):—

Walton Arnott, Chief Steward.
Daniel John Omri James, Boatswain.
Robert Walter Langdown, Sailor.

The ship was in a North Russian Convoy which was subjected to fierce attack. She was sunk by German bombers, after having given a good account of herself with her defensive armament. The Master showed high qualities of leadership throughout.

Arnott, James and Langdown showed outstanding devotion to duty throughout the operation.

Awarded the British Empire Medal (Civil Division):—

Thomas William Emery, Mate of Yardcraft, H.M. Dockyard, Malta.

Emery has shown courage and outstanding devotion to duty in most trying conditions of weather and air raids. He performed exceptional services in supervising the passing of hawsers from a tug when two vessels were taken in tow. During these operations he was injured.

The following day, the tug, with a naval crew, was sent to fight a fire in another vessel. Emery went on board and handled the ship until the Commanding Officer arrived. He then helped with the hoses. When the tug was put out of action by a near miss, Emery went ashore and took charge of another tug with which he beached the damaged vessel.

He also towed two lighters away from the fire to safety. Throughout these operations which were carried out in daylight, constant air raids were taking place and the tugs were often attacked.

Arthur Garnell Feringa, Fireman of a Steam Trawler.

The trawler was sailing in northern waters when she was attacked by an enemy aircraft.

Feringa did outstanding work at his gun. Although wounded he carried on in a most gallant manner until the action was broken off by the enemy.

Ernest Edwin Harden, Fireman.

The ship was hit by bombs from a Japanese aircraft and caught fire.

Although flames had already reached the poop and were spreading fast towards the ammunition Fireman Harden volunteered to go aft and throw overboard the shells from the poop gun pits.

He showed courage and devotion to duty without regard for his personal safety.

COMMENDATIONS.

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

Captain Wilfred Atkinson, Master.
Francis Joseph Behan, Chief Steward.
John Wesley Boyle, Esq., Second Officer.
Harry Brain, Second Engineer Officer.
William Arthur Dean Bromley, Acting First Class Master of Yardcraft, H.M. Dockyard, Malta.

Captain Ramsay Brown, Master.
David Flett, Esq., Skipper of a Steam Trawler.
Basil Stuart Francis, Esq., Chief Officer.
Captain Edward Lenton Hughes, Master.
Robert William Hughes, Esq., Chief Radio Officer.

Thomas Reginald Jackson, Esq., M.B.E., Second Officer.

Verdun Morgan, Able Seaman.
Captain Charles Burn Muir, M.B.E., Master.
Albert Rawlinson, Esq., Chief Engineer Officer.
David Henry Renton, Esq., Second Engineer Officer.

William George Rogers, Esq., Chief Engineer Officer.

Ernest Ross, First Class Master of Yardcraft, H.M. Dockyard, Malta.

Captain Angus Shaw, Master.
Ernest Sturdy, Esq. (deceased), Radio Officer.
Thomas Edward Waller (deceased), Assistant Cook.

Francis William White, Esq., Second Engineer Officer.

Henry Wilson, Esq. (deceased), Fourth Engineer Officer.

The descriptions of Captain H. H. Wilson, O.B.E., and Captain E. V. Davies, D.S.O., O.B.E., are as now shown and not as stated in the Gazette No. 35707, dated 15th September, 1942, page 4023.

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