

made a most creditable boat journey and brought many to safety. The Second Officer showed skilful seamanship while in charge of a boat which was twenty days in the open sea. He overcame many difficulties including overcrowding, sickness and damage to the boat itself.

One of the passengers, Miss Ferguson, showed great courage. She sat in the stern of a water-logged boat throughout the night nursing four injured men. When the Second Officer's boat came up at daylight, she calmly dived over the side and swam to it. She was covered with fuel oil but made no fuss about that and her general behaviour during the 20 days' ordeal that followed was magnificent.

The Boatswain showed great skill and initiative in taking charge of a boat and was responsible for saving many lives.

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

George Ernest Cusworth, Esq., Chief Engineer Officer.

Norman John Bacon, Esq., Chief Radio Officer.

William Edwin Gibbon, Esq., Second Engineer Officer.

The ship was sailing alone and was shelled by an enemy submarine till she sank. The Master was killed, and the Chief Engineer, who then took charge, showed inspiring leadership in the work of getting away survivors on rafts and the one undamaged boat. The Second Engineer, in spite of his own wounds, rescued an Officer who had been badly hurt in the attack. The Chief Radio Officer, though wounded, succeeded in burning his wireless books and then helped in lowering the boat which took the two rafts in tow.

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

William Ernest Smith, Esq., Chief Officer.

Ernest Keady, Esq., Second Engineer Officer.

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

George Henry Anson, Chief Steward.

David Beatty Lyall, Ship's Cook.

The ship has served for some time and with much distinction in the Mediterranean. While she lay in harbour, she was subjected to a very heavy air attack in which she was a principal target. Big fires were started and further damage was done but, through the bravery and skill of those on board, the fires were brought under control and temporary repairs were made so efficiently that the ship sailed on time and reached her destination safely.

The Chief Officer was outstanding in fighting the fires and, helped by the Chief Steward and the Cook, worked for the best part of the night plugging holes below the water line from inside. The Second Engineer

Officer did good work in carrying out essential repairs in the engine-room enabling the ship to sail one hour after the attack.

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

John Harold Frost, Carpenter.

Charles Walter Harvey, Chief Steward.

John Vaight, Ordinary Seaman.

The ship, which was sailing alone, was attacked and sunk by a U-boat in the Atlantic. Three boats reached safety after voyages of between twelve and sixteen days. The Carpenter and Chief Steward, each in charge of a boat, showed high qualities of initiative and leadership in positions of unexpected responsibility. The third boat was sailed under the direction of Vaight, who had some knowledge of lifeboat work, and who showed great skill and fine seamanship throughout.

James Muir Gilchrist, Assistant Steward.

Before his ship was sunk, her gun teams did splendid work during enemy air attacks. Gilchrist showed bravery and devotion to duty and was conspicuous throughout the operation.

*COMMENDATIONS.*

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

William Wallace Cummings, Esq., Third Engineer Officer.

Captain Frank Deighton, O.B.E., Master.

John Edward Dobson, Deck Hand of a Steam Trawler.

Edward Alfred Dyer, Able Seaman.

Desmond Ebe, Cadet.

James Albert Gelder, Boatswain of a Steam Trawler.

Wilfred Thomas Graham, Esq., Third Engineer Officer.

Reginald Gray, Chief Cook.

Norman Groundwater, Esq., Chief Officer.

Joseph Hardy, Boatswain's Mate.

John Harold Holman, Esq., Acting Second Officer.

Captain Stanley Johnson, O.B.E., Master.

Henry Lead, Esq., Skipper of a Steam Trawler.

Captain John Godfrey Lewis, Master.

John Gilbert Lomas, Esq., Chief Officer.

Captain Charles Stuart Low, Master.

Donald Allan MacKinnon, Carpenter.

Desmond Anthony Drinkwater Malden, Esq., Radio Officer.

John Gundry Midlen, Esq., M.B.E., Chief Officer.

Leslie William James Pocock, Carpenter.

Peter Ambrose Rucklidge, Esq., Third Officer.

Gilbert Sisterson, Esq., O.B.E., Chief Engineer Officer.

Charles Ernest Smith, Chief Steward.

Alexander Robertson Sutherland, Carpenter.

Captain James Foster Vooght, O.B.E. (deceased), Master.

Maurice John Ware, Esq., Purser.

John Alan Wilson, Esq., Second Engineer Officer.

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