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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1, 15th December, 1942.

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire:—

To be an Additional Officer of the Military Division of the said Most Excellent Order:—

Wing Commander John Raymond Jeurwine (33116), Royal Air Force.

When the order for evacuation was given at Bandoeng, the squadron air crews proceeded to Tjilijap and awaited embarkation. Wing Commander Jeurwine, undaunted by the non-appearance of the ship detailed, immediately set to work to save as many of his squadron as possible from falling into the hands of the Japanese. He refused to believe that all channels of escape were closed. Wing Commander Jeurwine set out in a car to search the neighbouring ports and coast line for a suitable craft. Two lifeboats were discovered on the upper deck of a bombed ship, which he decided to use as a last resort. During his absence a party, detailed by him, set out to procure the necessary provisions and navigational equipment for the voyage. Wing Commander Jeurwine, being unable to find any other suitable craft, decided to use the lifeboats and ordered them to be lowered and made ready. During the voyage his ingenuity and sound knowledge of seamanship enabled the craft to be kept seaworthy in spite of the ever recurring mishaps to the boat and its gear. The many repairs to the broken rudder were carried out only by his resourcefulness and refusal to accept defeat. The repairs necessitated working overboard and Wing Commander Jeurwine insisted on sharing the risks of a shark-infested sea. His continual cheerfulness, courage and ability to bolster up morale was an inspiration to the whole crew, who realised that he alone would be able to bring the voyage to a successful conclusion.

To be Additional Members of the Military Division of the said Most Excellent Order:—

Flying Officer Frank Conway (77842), Royal Air Force Volunteer Reserve.

While on duty as Master of launch 177 on the 19th August, 1942, Flying Officer Conway observed another small vessel being attacked by enemy aircraft. From that moment Flying Officer Conway acted with the greatest possible coolness and initiative. He immediately informed Base of what was happening and proceeded to obtain the assistance of a naval craft and in

company with that vessel, proceeded to the scene of the attack. The burning vessels were the launches 122 and 123 and during the time the launch 177 was speeding to their assistance she (launch 177) was made the object of five separate attacks by enemy aircraft. During these attacks the launch 177 fought back with all her guns and proceeded steadily towards the launches in distress. The attacks by enemy aircraft had ceased by the time launch 177 had arrived in the vicinity of launches 122 and 123 and the work of rescuing the personnel was proceeded with, smoothly and efficiently. Flying Officer Conway did not permit trying circumstances or great personal danger to deter him from carrying out his duty and it was largely due to his great personal courage, determination and devotion to duty that so many lives were saved.

Flying Officer Allan William Russell Triggs. (Aus.400500), Royal Australian Air Force.

On the night of 11th August, 1942, Flying Officer Triggs was captain of a Wellington aircraft engaged on patrol duties in the vicinity of the Bay of Biscay. The port engine failed and it was necessary to bring the aircraft down on to the sea in complete darkness at a point some 110 miles from land. This was achieved successfully and without injury to the crew although the second pilot, who was found to be under water, had to be lifted out through the escape hatch on to the wing by Flying Officer Triggs. The dinghy releases having failed, Flying Officer Triggs tore off the cover and pulled out the dinghy which at once became inflated. He saw the crew get safely aboard and then, as the emergency pack was seen floating away, Flying Officer Triggs swam out and retrieved it. The crew was eventually rescued after having been at sea for 124 hours. Flying Officer Triggs showed courage and splendid leadership throughout the ordeal and proved an inspiration to the members of his crew.

Pilot Officer Sydney Spencer Bates (115092), Royal Air Force Volunteer Reserve.

Whilst on duty as Master of launch 123 on the 19th August, 1942, in company with launch 122, Pilot Officer Bates observed that launch 122 was being attacked by some six enemy aircraft and had been set on fire. In spite of the great risk incurred, Pilot Officer Bates at once went to the assistance of launch 122, and was himself attacked by enemy aircraft, but although under attack, proceeded calmly with the rescue of the survivors of launch 122. Unfortunately launch 123 was also set on fire and suffered casualties and had to be abandoned, the crew jumping into the sea. Pilot Officer Bates' devotion to duty and persistence in the face of danger were undoubtedly