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CENTRAL CHANCERY OF THE ORDERS
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*St. James's Palace, S.W.1.
2nd March, 1943.*

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 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 an Additional Commander of the Civil Division of the Most Excellent Order of the British Empire:—

Captain Charles Fox, Master.

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

Stanley Salter Burnand (Lt.-Cmdr., R.N.R., Retd.), Staff Commander.

Richard James Craddock, Esq., First Officer.

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

Robert Sharpe Harvey, Esq., Second Engineer Officer.

John Waugh, Esq., Assistant Second Engineer Officer.

Awarded the British Empire Medal (Civil Division):—

Michael Murrin, Greaser.

Arthur James Spence, Boilermaker.

The ship, sailing alone, was torpedoed. At the time a moderate gale was blowing

and the sea was rough with a very heavy swell. Later the ship was again torpedoed, and the Master decided to get away the passengers and the majority of the crew in the boats. Those remaining on board made valiant efforts to save the ship but they were frustrated by further attacks and she finally sank about three hours after the first attack. As the ship was sinking, the Master and the crew remaining on board abandoned her.

In his determined efforts to save his ship, the Master showed great courage and leadership of a high order. He was the last to leave and assisted two men to safety when swimming towards a raft.

The Staff Commander was conspicuous for his great coolness and courage. He was responsible for the able manner in which the ship's organisation functioned during the abandonment. This, and his attention to detail, contributed greatly to the saving of many lives.

The First Officer displayed exceptional skill and leadership. He did good work in rounding up the boats and, after nursing them through the heavy weather, finally piloted them safely to a rescue vessel.

The engine-room staff carried out their work with steadfastness and determination. It called for sustained courage to remain below in the crippled ship, knowing well the likelihood of further attack and the hopelessness of the situation had the machinery spaces been struck.

Mr. Harvey's coolness and courage inspired the engine-room and boiler-room staff.

Mr. Waugh displayed outstanding devotion to duty, remaining in the engine-room throughout the attacks.

Boilermaker Spence and Greaser Murrin also showed courage and devotion to duty.

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

George Charles Froggatt, Esq., Chief Officer.

The ship, sailing in convoy, was torpedoed. Although badly damaged she remained afloat and it was decided to make for land, some 500 miles distant. It was found, however, that the ship was sinking and three boats were got away. The Chief Officer displayed courage and coolness of a high order. He remained on board until the ship was hit a second time when she sank within four minutes. He then jumped into the sea and was picked up shortly afterwards.

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

Captain Francis Main, Master.

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

Robert Hardy, Esq., Chief Officer.

The ship, sailing in convoy, was torpedoed. She immediately began to settle by the head and all the crew were ordered into boats as a precautionary measure. Shortly afterwards the Master and the Chief Officer reboarded the ship to extinguish a fire which had broken out in the galley, close to which ammunition was stowed. The Master decided that there was a chance of saving the ship. The crew was recalled, pumps brought into action, repairs effected and improvisations made, and the ship eventually reached port under her own power.

Captain Main displayed courage, coolness and excellent judgment, his determined efforts resulting in a valuable vessel being brought safely to port. He was ably assisted by the Chief Officer who showed courage and determination when fighting the fire.

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

Captain Ralph Arthur Swan, Master.

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

Charles Henry Hiscock, Esq., Second Engineer Officer.

The ship was attacked by an enemy aircraft. Considerable damage was done in the engine-room and the steering gear was put out of action. Repairs were started and emergency steering gear was put into operation. Half an hour later the ship was attacked again and yet another attack was made the following morning and further damage sustained. In spite of these repeated attacks, repairs to the engine and generators were effected, and the ship was safely brought to port.

The Master displayed great courage and coolness throughout the attacks.

The Second Engineer Officer rendered particularly good service in repairing the dynamo which had been damaged and showed great initiative and leadership.

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

Ernest Wardman, Esq., Chief Engineer Officer.

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

Thomas James Lough Renwick, Esq., Third Engineer Officer.

The ship, while sailing in a North Russian convoy, was subjected to heavy air attacks and concussion from near misses caused considerable damage in the engine-room. Repairs were, however, effected in the face of fierce attacks and the vessel arrived safely at her destination.

The Chief Engineer Officer displayed outstanding courage and resource throughout. When the vessel was attacked at sea he went down alone into the engine-room tunnel where the bearings had been damaged and for three days and nights, during almost continuous attacks, he lubricated the bearings every hour, thus enabling the engines to be kept running. Afterwards, during the many intensive air raids on the port, he stood by on deck ready to assist in dealing with fire or to let go moorings if required.

The Third Engineer Officer also showed exceptional devotion to duty and courage. During the numerous air raids after the ship's arrival in port he stood by alone in the engine-room and stokehold and maintained steam.

It was undoubtedly due to the determination and courage of these two Officers that the vessel was able to reach port with her important cargo.

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

Captain Thomas Ernest Fea, Master.

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

Herbert King Earnshaw, Esq., Chief Officer.

Awarded the British Empire Medal (Civil Division):—

Eric William Rowse, Boatswain.

The vessel sailed in two convoys, both of which were severely attacked by submarines.

The Master showed qualities of leadership of a high order on these occasions and it was due to his coolness and skill that in spite of difficult and dangerous circumstances, many lives were saved.

The Chief Officer displayed fortitude, courage and devotion to duty. On one occasion, he was in charge of a boat which became waterlogged, but this did not deter him from carrying out his duty in a highly efficient manner in the difficult circumstances.

The devotion to duty shown by the Boatswain was outstanding. He never hesitated to run risks for the sake of others.

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

Lionel Aubrey Cook, Esq., Third Officer.

The ship, sailing in convoy, was torpedoed. She listed heavily and it was decided to prepare for abandonment. The Third Officer helped to carry a passenger and two members of the crew who had been injured to a boat. This boat was capsized by the overturning

ship and the occupants were thrown into the water. The Third Officer displayed great courage. Although continuously swept by heavy seas, he supported one of the injured men in the waterlogged boat, keeping his head above water for four hours until assistance arrived.

Captain Philip Samuel Guy, Master.

The ship was lying in harbour during a low dive bombing attack by enemy aircraft. The vessel's defensive armament was immediately manned and fire was opened with such good effect that several direct hits were observed on one of the attacking aircraft, which is reported to have crashed into the sea.

On another occasion, while the vessel was at the same port, another enemy aircraft attack developed and again her defensive armament went into action. Hits were observed on the plane which crashed into the sea some distance away.

Captain Guy has shown great courage in these and a number of other encounters with enemy aircraft and E-boats during his command of this and other small coasters running on the East Coast. His leadership and high standard of efficiency have set a fine example to his crew.

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

Leslie Vernon, Esq., Chief Officer.

Roland Moscrop-Young, Esq., Third Officer.

Awarded the British Empire Medal (Civil Division):—

James Henry Donaldson, Able Seaman.

The ship, sailing alone, was torpedoed. Abandonment was ordered and all the crew, except four who had been killed by the explosion, got away in three boats or on rafts. No sooner had they got clear of the ship than she sank rapidly. The men on the rafts were transferred to one of the boats, an operation rendered difficult by reason of the heavy seas running.

The Chief Officer was in charge of a boat containing 34 persons. All through the night this boat lay to a sea anchor and it was due

to Mr. Vernon's courage, resource and skill that the boat survived the heavy weather. Two days later they were picked up.

Able Seaman Donaldson displayed outstanding devotion to duty, and ably assisted the Chief Officer in the handling of the boat during this critical time.

By his skilful seamanship, the Third Officer brought his boat, with its 27 occupants, to safety after a voyage of four days in heavy weather.

COMMENDATIONS.

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

William Allan, Esq., Chief Engineer Officer.
Edward Albert Victor Braithwaite, Esq., Chief Engineer Officer.

James Charles Burnell, Boatswain.
Peter Campbell Cooper, Esq., Junior Assistant Engineer Officer.

Arthur Crudgington (deceased), Greaser.
Captain William White Dovell, Master.
Gilbert Foggin, Esq., Fourth Engineer Officer.
George Thomas Goodwin (deceased), Greaser.
William Johnston, Esq., O.B.E. (deceased), Chief Engineer Officer.

Arthur Kilpatrick Linton, Esq., Chief Officer.
Alistair McMurdo Livingstone, Esq., Third Radio Officer.

Francis McKenna, Esq., Senior Assistant Engineer Officer.

Charles John Mann, Esq., Second Engineer Officer.

Captain Charles Ernest Mason, Master.
James Murphy, Boatswain.
Michael Joseph Murphy, Esq. (deceased), First Radio Officer.

Walter Pike, Able Seaman.
Willie Reilly, Esq. (deceased), Second Radio Officer.

Frederick Simpson, Steward.
William Skinner, Esq., O.B.E. (deceased), Chief Engineer Officer.

Alexander Stanley Smythe, Esq. (since deceased), Junior Third Engineer Officer.

Captain John Tristram Vivian, Master.
Walter Whiting, Esq., First Radio Officer.
John Barbour Wylie, Esq. (deceased), Third Officer.

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