

*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