

boats. Within ten minutes another torpedo hit the ship and abandonment was then ordered. Although the weather was very bad, with heavy seas, all on board got away safely. A nearby ship came to the assistance of the survivors, but rescue operations were exceedingly difficult. A number of the boats capsized and the occupants were thrown against the side of the rescuing ship. The First Officer was conspicuous throughout. He remained on board to the last, assisting in and directing operations. It was mainly due to his courageous leadership and example that the vessel was abandoned so efficiently.

Quartermaster Shuckford was outstanding in his efforts in getting the boats, rafts and floats away from the ship. He remained voluntarily with the First Officer and gave him great help.

Captain Wilson was the master of the ship which went to the rescue of the survivors. In the worst possible conditions, over 100 persons were picked up from the boats, rafts and sea. But for the courage and exceptional seamanship displayed by Captain Wilson, there is no doubt that many more lives would have been lost.

During the work of rescue, a number of exhausted men were thrown against the side of the rescuing ship and Mr. Allan volunteered to go to their assistance. He was lowered over the ship's side and succeeded in saving the lives of two men. Later, he again went over the side and succeeded in rescuing a completely exhausted man from a waterlogged boat.

Assistant Stewards Roach and Summer-ton did excellent work, being lowered over the side of the ship to assist survivors in the water. Both were in grave danger from the high seas which were continually crashing the boats and rafts against the sides of the rescuing vessel, but each managed to rescue a survivor. Good rescue work was also done by Addison, who descended into one of the boats alongside the rescuing ship and assisted the exhausted occupants on board.

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

Richard Chard, Esq., Second Engineer Officer.

The ship was torpedoed in darkness. After the crew, with the exception of those killed by the explosion, had got away in the boats and rafts, the submarine surfaced and sank the ship by gun-fire. The survivors were picked up on the following day.

The Second Engineer Officer displayed great courage, coolness and resource. When the ship was hit, he immediately went to the engine-room, which was rapidly flooding, and after satisfying himself that no one remained there, shut off the auxiliary machinery. On returning to the deck he stumbled over an obstruction and fell into the sea. He clambered back on board and satisfied himself that there was no one in the crew's quarters. Noticing that one of the boats, with only a few occupants, was drifting away from the ship, he jumped in and took charge. Under his leadership and control the boat picked up a large number of survivors from the water

and rafts. But for his action, the loss of life would undoubtedly have been greater.

Gerald Crangle, Esq., Third Officer.

The ship was torpedoed in darkness and sank within two minutes. Owing to the rapid sinking, only one boat was launched successfully. It was due mainly to the skill of the Third Officer that this boat was launched and, in spite of the darkness, twenty-four men were located and rescued from the sea. The search was continued and some hours later nine others were taken on board from a raft. On the following day the boat was picked up by another ship. But for the courage and resource of the Third Officer many more lives would undoubtedly have been lost. On a previous occasion, while serving as a cadet, Mr. Crangle was instrumental in saving a number of lives when his ship was sunk by enemy action.

Arthur Rex Jones, Esq., Fourth Engineer Officer.

When the ship was torpedoed in darkness she began to sink by the head.

The Fourth Engineer Officer, although not on watch when the ship was hit, immediately went to the assistance of those in the engine-room and remained there until abandonment was ordered. His action in voluntarily going below showed great courage, a fine sense of responsibility and devotion to duty of a high order.

Christopher Thomas Valéntine Rixham, Esq., Chief Officer.

The ship was torpedoed in darkness when 200 miles from the nearest land. She sank within ten minutes, but the crew got away in three of the boats.

The Chief Officer displayed great courage throughout. When the ship was hit, he made every effort to stop the engines by means of the deck controls and he was among the last to leave the ship. Taking charge of one of the boats, he made a voyage of sixteen days before being picked up. It was due mainly to his skill and leadership that the 25 occupants were brought to safety.

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

Thomas Cartwright Gorst, Esq., Third Officer.
Gerald Gordon Allan, Esq., Sixth Engineer Officer.

Awarded the George Medal:—

Douglas Crook, Esq., M.B.E., Second Officer.

Awarded the British Empire Medal (Civil Division):—

Ernest Bainbridge, Cook.
Denis Andrew Byrne, Greaser.
Thomas Dillon, Cabin Boy.
Harold George Rich, Able Seaman.
James Willis Walker, Able Seaman.

The ship was torpedoed in darkness. Considerable damage was caused and the Master was injured by flying debris. Three of the boats had got away but the Second Officer and a number of the crew remained on board.

In view of the suspected presence of the enemy submarine Mr. Crook decided not to restart the engines until the following morning and no lights were permitted on board. At