

dawn visibility was bad owing to fog but at noon it lifted and one of the boats was sighted in the distance. Two hours later the occupants were taken on board. The search was continued in the fog and shortly afterwards the remainder of the crew was found. The damaged ship reached port some days later.

The Second Officer displayed great and sustained courage and his resource and resolution saved a valuable ship and probably many lives.

While the boats were leaving the ship Mr. Allan noticed that the ship was blowing off steam and, realising the danger of an explosion, went below with Greaser Byrne and shut off the fires. Both remained on board with the Second Officer and, returning to the engine-room, relit the fires, prepared the engines for starting and kept watch throughout the night. The following day they started up the engines when required and worked them until the remainder of the crew were picked up. They displayed courage and devotion to duty of a high order and their action undoubtedly saved serious damage to the boilers and greatly contributed to the saving of the vessel.

The Third Officer remained on board with the Second Officer and ably assisted him throughout. Bainbridge, Rich, Walker and Dillon displayed outstanding courage and devotion to duty.

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

Albert Victor May, Quartermaster.

The ship was torpedoed in heavy weather and as she was sinking rapidly, orders were given to abandon her.

Quartermaster May took charge of one of the lifeboats. This boat was damaged and swamped in lowering, but it was quickly baled out and pulled clear of the ship. While this was being done four members of the crew were picked up. The weather was very bad but the following morning Quartermaster May set course for land. The weather got worse and, all through the day, great skill and seamanship were required to keep the boat afloat. The next day the weather moderated and sail was again set. Shortly afterwards the survivors were sighted and picked up by a rescuing vessel. It was due to the courage, resource and sound seamanship of Quartermaster May that the lives of the 31 persons in his boat were saved.

COMMENDATIONS.

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

William Ayles, B.E.M. (deceased), Boatswain.
Robert Moffat Balloch, Esq., Third Radio Officer.

Captain James Beckett, O.B.E., Master.

Alexander Bell, Chief Steward.

Captain Robert John Wyllie Bennet, Master.

Alan Budden, Esq., Third Radio Officer.

William Leslie Cain, Esq., Second Engineer Officer.

David Benjamin Davies, Assistant Steward.

David Henry Donneky, Able Seaman.

James Charkley Dutton, Assistant Steward.

Thomas Allen Elliott, Steward.

John Henry Pearson Gilbert, Able Seaman.

David Ross Hamilton, Esq., Chief Engineer Officer.

Arthur William Hollins (deceased), Boatswain's Mate.

Horace Dennis Humphreys, Esq., Radio Officer.

Henry Frederick White Kaye, Esq. (deceased), Chief Officer.

Captain Ernest Lee, Master.

Thomas McDermott, Donkeyman.

Donald McLachlan, Esq. (deceased), First Radio Officer.

Denis William Marston, Chief Steward.

Captain Chilion Mayers (deceased), Master.

John Megahey, Esq., Second Engineer Officer.

Captain Joseph James Murray, Master.

Donald Alexander Orr, Esq., Assistant Engineer Officer.

Harold Leslie Papworth, Esq., Chief Officer.

Leonard Charles Pyne, Chief Steward.

Charles Louis Jacques Robinson, Esq., Third Officer.

Evan Raymond Rose, Esq., Chief Officer.

Norman Saunders, Boatswain.

Captain John William Smith, Master.

Ronald Tornbohm, Esq., Second Officer.

John Frank Wachter, Cadet.

Harry Richard Wade, Cadet.

James Alexander White, Esq., Chief Radio Officer.

David Scott Whittet, Esq., Second Officer.

James Falconer Wilson, Esq. (deceased), Senior Radio Officer.

William John Charles Winter, Esq., Second Radio Officer.

Walter Charles Wright, Esq., Chief Officer.

Captain Robert Smith Cook Young (deceased), Master.

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