

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

Captain Victor Harding, Master.

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

Harold Franklin Brown, Esq., Fourth Engineer Officer.

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

Arthur Edward Jurd, Chief Rigger.

Fred Kirby, Able Seaman.

A ship was attacked and set on fire by the enemy. Flames were quickly spreading and ammunition was bursting when a party from another ship boarded her. They fought the fire until all hands were exhausted. A relief party was sent but it was soon found necessary to abandon the efforts to quench the fire. The ship burnt to water level and sank while in tow.

Captain Harding showed great determination and doggedness in boarding the fiercely blazing ship, disregarding the danger from the constantly exploding ammunition.

Mr. Brown displayed great courage and his inspiring leadership set an example to all. He remained below decks amongst exploding ammunition throughout the entire operations.

Chief Rigger Jurd and Able Seaman Kirby carried out fire-fighting below decks with great courage and disregard of personal safety.

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

Captain John Barlow Hodge, Master.

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

Cristiaan Siemssen, Esq., Chief Officer.

Reginald Henry Hann, Esq., Fourth Engineer Officer.

George Edward Anderson, Esq., Fifth Engineer Officer.

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

Thomas McKee, Greaser.

The ship was proceeding in convoy when she was torpedoed and set on fire in heavy weather. Some of the crew were cut off aft, and the two after boats were destroyed by the flames. The ship's course was immediately altered so that the flames blew clear of her, thus providing access to aft on the weather side. A boat was then launched to embark those who had not escaped. Part of the fire-fighting apparatus had been damaged by the explosion and despite strenuous efforts the fire spread. Another boat was launched and further members of the crew embarked, but the Master and a number of others remained on board and continued to fight the flames. Their efforts however, were unsuccessful and they were forced to abandon the ship by means of rafts.

Captain Hodge behaved with great gallantry throughout. After first ensuring the safety of the majority of his crew, he

made determined efforts to save his ship. Only one of the crew was lost and the rescue of the remainder was due mainly to the Master's skill and excellent organisation.

The Chief Officer courageously and ably assisted the Master. When the fire broke out he immediately pulled the ship off her course and manœuvred her to keep the flames clear of the poop. His prompt action undoubtedly saved many lives.

The Fourth and Fifth Engineer Officers and Greaser McKee displayed great courage and devotion to duty. They were on watch when the ship was hit, and remained at their posts in the engine-room until ordered to leave.

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

Thomas Cuthbert Gorman, Esq., Chief Engineer Officer.

*Awarded the George Medal:—*

George Denis Howes, Esq., Second Officer.

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

Francis Nock, Able Seaman.

The ship, sailing alone, was torpedoed and sank within five minutes. Owing to the heavy list and rapid sinking only one boat could be launched, and many of the crew had to jump into the water. Another boat, however, floated clear when the ship sank and a number of men got into it. When the Master was taken prisoner by the submarine, the Second Officer, who was in the Master's boat, took charge, and with twenty-one of the crew made a voyage of forty-nine days before being rescued. Although rationing was introduced from the beginning the food was finished on the thirty-fourth day, and there was only a reduced water ration for the last fifteen days. Throughout this ordeal, Second Officer Howes displayed sustained courage of a high order. It was mainly due to his inspiring leadership and unremitting efforts that all the occupants of the boat were brought to safety.

The Chief Engineer Officer showed great courage and ably assisted the Second Officer. His knowledge of sailing and handling the boat contributed greatly to the successful termination of the voyage. Towards the end, when there seemed to be little prospect of survival, Mr. Howes and Mr. Gorman, by their splendid example, kept up the spirits of the others and never allowed hope to fade.

Able Seaman Nock displayed courage and devotion to duty throughout and was of great help in the working and handling of the boat.

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

George Cyril Joyce, Esq., Second Officer.

Frederick Robert Young, Esq., Third Engineer Officer.

The ship, sailing in convoy, was torpedoed in darkness and sank within twenty minutes. When it was seen that the ship could not be saved, abandonment was ordered. The crew got away safely in two boats, one of which made a voyage of 10 days before being picked up. Great hardship, due to the bitter