

weather, was suffered by the occupants and one of them died. The others, although suffering from exposure and frostbite, came through their ordeal successfully.

The Second Officer, although suffering greatly from exposure, showed great courage and devotion to duty in handling the boat for long hours in very bad weather. It was largely due to his determination and skill that its occupants were brought to safety.

The Third Engineer Officer displayed courage and resource of a high order. During the boat voyage, boxes of lard were seen floating round the boat. Mr. Young retrieved three of these, but in so doing he had to remain immersed in the sea head downwards for considerable periods. The contents of the boxes proved of great value to the occupants of the boat. He also did good work in re-shipping and repairing the rudder which was many times carried away, thus exposing himself to the heavy weather conditions.

Harvey Lyne, Esq., Third Officer.

When his ship was engaged in rescuing survivors, Mr. Lyne displayed great courage in going over the side on several occasions to assist survivors up the rescue nets. He was also lowered into the heavy seas to put a line around a seaman who had been washed off a capsized lifeboat. In addition he made strenuous efforts to get a boat away from the ship to pick up further survivors, but the heavy seas swamped the boat and it sank. It was due to these gallant efforts that several lives were saved in spite of the heavy weather and difficult conditions.

Charles Scott Marshall, Esq., Senior Radio Officer.

The ship was torpedoed and sustained severe damage. She had to be abandoned, the crew getting away in one boat and on two rafts.

The Chief Radio Officer displayed great courage and devotion to duty in hazardous and difficult circumstances. He remained behind and made repeated efforts to get out a distress message using every method and improvisation at his disposal. He was among the last to leave the ship which sank when a second explosion occurred.

The survivors were picked up the following morning.

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

Thomas Maldwyn Jenkins, Esq., Senior Radio Officer.

Frank Bernard Howe, Esq., Third Officer.

*Awarded the George Medal:—*

Vernon Gordon Allenby Upton, Esq., Second Officer.

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

George Alfred Matthews, Fireman.

Percy Daniel, Ship's Cook.

The ship, sailing alone, was torpedoed. She listed to port and settled slowly by the head. Orders were given to abandon her and two boats and a number of the ship's rafts were successfully launched. While the last raft was still alongside a second torpedo

hit the ship and she went down almost immediately. The Master was lost with the ship and after abandonment the Chief Engineer Officer and Chief Officer were taken prisoner by the submarine.

The Second Officer was responsible for the safe launching of the two boats and he was among the last to leave the ship. He took charge of both boats, ensuring that they kept together. He also dealt with all the problems of navigation and discipline. One of the seamen had been injured and Mr. Upton gave him special attention which in all probability saved his life. It was undoubtedly due to the sustained courage, leadership and resource of this young officer that the occupants of the boats reached safety, after a voyage of thirteen days.

The Third Officer was in charge of the second boat and he was of great assistance to the Second Officer. His courage and example contributed greatly to the successful boat voyage.

The Senior Radio Officer showed courage and devotion to duty throughout. The wireless was damaged when the ship was hit but he remained at his post and, after getting the transmitter into working order, continued to transmit messages until shortly before the second torpedo struck. He got away as the ship sank.

Fireman Matthews showed courage and resource. He ably assisted the Second Officer as did Ship's Cook Daniel, who set a fine example by his courageous demeanour.

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

Robert McKillop, Esq., First Officer.

*Awarded the George Medal:—*

Robert Vincent Burns, Esq., Chief Officer.

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

George James Keggen, Carpenter.

William Thomas Hughes, Boatswain's Mate.

The convoy in which the ship was sailing was attacked by enemy aircraft. A direct hit was made on the ship by a heavy bomb which did not explode. One end of the bomb was seen to be smoking but a volunteer party immediately tackled its disposal. This party carried the bomb along one of the ship's alleyways and threw it overboard through one of the ship's side doors. Throughout the operation the air attack on the convoy continued.

The Chief Officer displayed outstanding bravery and led the party with complete disregard of his personal danger. Inspired by his courage and leadership the party manhandled the bomb and got it overboard, probably averting a major disaster to the ship.

The First Officer courageously assisted the Chief Officer, and the work of Carpenter Keggen and Boatswain's Mate Hughes was outstanding.

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

Donald Edwards, Esq., Chief Radio Officer.