

Thomas Roy Bowlerwell, Esq., Second Officer.
 Alfred George Hartley Bland, Esq., Third
 Engineer Officer.
 Henry Sless, Esq., D.S.C., Junior Engineer
 Officer.

Awarded the George Medal:—

Colin Fookes, Apprentice.

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

George Whyte, B.E.M., Carpenter.

The ship was engaged in taking cargo from a damaged ship in an anchorage subject to heavy bombing. When about half the cargo had been transferred, a severe dive-bombing attack developed. The ship was hit and set on fire, five men being killed and four more injured. Despite this the fire was extinguished and the transfer of cargo continued. She sailed with a full cargo aboard, short-handed as a result of the casualties sustained and with only temporary repairs having been effected. Returning some weeks later to the same port, the vessel experienced frequent air attacks until leaving for home. During the passage to the United Kingdom the convoy was attacked by U-boats but damage was avoided by skilful evasive action. The convoy was subsequently heavily attacked from the air but, despite this and bad weather which developed during the voyage, the ship was brought safely home.

The Master displayed outstanding qualities of courage throughout. The successful completion of the extremely important work performed by this ship during her voyage was mainly due to his skill, resource and inspiring leadership.

Apprentice Fookes showed great bravery when the magazine was set on fire. He entered the magazine through dense smoke and steam and removed a case of cordite which was red hot and smouldering and threw it into the water which was flooding the magazine. This action, undertaken in circumstances of grave danger with a complete disregard of personal safety, probably prevented a major disaster.

The Second Officer and Carpenter Whyte showed courage and coolness in promptly and successfully attacking the fire in and around the magazine, opening the magazine flooding valve which was close to the magazine and so flooding the compartment.

The Additional Chief Officer was the Gunnery Officer of the ship and the spirited defence put up during many enemy attacks was mainly due to his high qualities of organisation, efficiency and devotion to duty. He also took part in the fire-fighting operations when the vessel was hit and helped to remove the dead and injured while the ship was still under attack.

The Third Engineer Officer and the Junior Engineer Officer showed courage and devotion to duty in the face of great danger. Mr. Sless remained at his post in the engine-room while the ship was undergoing heavy attack. When the vessel was hit and the magazine was on fire, Mr. Bland ran down to the engine-room to assist Mr. Sless in speeding up the fire pumps and in shutting off steam from the burst pipes.

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

Granville Richard Drayton, Esq., Third Officer.

Awarded the George Medal:—

Thomas Daniel Finch, Esq., Chief Officer.
 Donald Wilfred Dennis, Esq., Chief Radio
 Officer.

The ship, sailing alone, was torpedoed and set on fire.

The Chief Officer displayed courage and leadership of a very high order. When the ship was hit and set on fire he escaped through a 15 inch side scuttle on to the forward bulkhead and thence to the fore-castle, where he took charge of a party of seven men which got away in a boat and, in the face of great danger and difficulties, made efforts to rescue others. His bravery and leadership were an inspiration, while his judgment and skill in keeping the boat secured to the ship until way had been lost prevented the flames from reaching it. Throughout the night the boat stood by the ship, the uninjured caring for the others as best they could, but during the next day four died from burns. Shortly afterwards the boat was sighted by aircraft which dropped medical stores and later in the day the survivors were picked up. Undaunted by his grim experience, Mr. Finch at once volunteered to serve in another ship as soon as he landed.

The Chief Radio Officer volunteered to release the only undamaged boat. Although he was badly burned he crawled through the flames on his hands and knees and released the falls. Throughout he displayed outstanding courage and fortitude, and but for his brave act the boat would not have got away and there would have been few, if any, survivors.

The Third Officer displayed great courage and coolness, remaining on board until forced by the flames to jump overside. Later he was of great help to the Chief Officer in the boat.

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

Raymond Atkinson, Esq., Third Officer.

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

Thomas Wilson Chapman, Carpenter.
 William Stringer, Seaman.

The ship, sailing alone, was torpedoed and seriously damaged. The vessel was stopped and the crew sent away in three of the boats, with instructions to lay off the steamer. A second torpedo hit the vessel and it sank immediately.

The Third Officer displayed outstanding courage and leadership. After the vessel had sunk, he took charge of one of the boats which contained 21 occupants. This was separated from the other boats by bad weather, but he successfully nursed the boat through the squalls and made a landfall after 14 days. Organized watches were kept during the voyage, food and water carefully rationed, and it was mainly due to the skill