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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
3rd August, 1943.*

The KING has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire, for the following awards of the British Empire Medal, in the Merchant Navy, and for the publication in the London Gazette of the names of those specially shown below as having received an expression of Commendation for their brave conduct:—

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

Captain Neil MacFadyen, Master.
Neil Kennedy, Esq., Chief Engineer Officer.

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

George Anderson Weir, Esq., Chief Officer.
Peter Dickson Lochtie, Esq., Second Engineer Officer.
Edward McCutcheon, Esq., Third Engineer Officer.

When the ship, sailing in convoy, was torpedoed, the weather was bad, with high wind and heavy seas. The damage was severe, with steering gear wrecked and parts of the ship flooded, but the Master decided that his ship could be saved and the crew worked throughout the night effecting repairs and got the vessel into navigable condition. She could not rejoin the convoy and, sailing alone, she was brought safely to port under her own steam.

It was due to the Master's indomitable spirit and determination that this crippled ship, without an escort and with only one

boat on board, was brought to safety after a voyage of several days through dangerous waters.

The Chief Engineer Officer showed splendid qualities of courage and leadership. He remained below while the vessel was completely exposed to enemy attack and effected necessary repairs.

The Second and Third Engineer Officers displayed outstanding bravery. When the ship was hit they volunteered, at great personal risk, to go below into the engine-room, which was full of scalding steam from a fractured pipe, in order to get to the stop valves.

The Chief Officer behaved with great courage and coolness throughout, his efficient organisation and leadership assisting materially in bringing the ship to safety.

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

Captain Guy Stanley Kent, Master.

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

George Bray, Esq., Second Officer.
Percy Hammonds, Esq., Junior Engineer Officer.

Awarded the British Empire Medal (Civil Division):—

Clifford Pope, Able Seaman.
The ship was sailing in convoy when another vessel was torpedoed and had her stern blown off. Although there was a heavy swell running the Master put his engines full astern and backed down towards the stricken ship. In eight minutes she had disappeared. Although some of the survivors were able to

clamber up the scrambling nets unaided, many were suffering from the effects of oil fumes, and most of them were exhausted.

The Second Officer, the Junior Engineer Officer and Able Seaman Pope particularly distinguished themselves in the exacting work of rescue. The three men went down the ship's side and into the nets. They were practically submerged during the time they were tying ropes round survivors, but their determination that none should be lost in the darkness was fully rewarded.

All this time the ship was herself in danger of attack, a fact which did not prevent the Master remaining on the spot until he had assured himself that he had rescued every survivor.

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

Captain Thomas Arthur Lupton, Master.

Captain George Paterson, Master.

The two ships were engaged in operations along the Western Desert Coast, and the Masters have been outstanding in their co-operation with the Naval Authorities, showing great zeal and determination in getting their cargoes discharged in the shortest time.

Captain Lupton and Captain Paterson performed exceptionally fine work with outstanding courage and resource and displayed great courage throughout, handling their ships with great skill in all weathers and, despite many dangers and difficulties, bringing supplies to the victorious 8th Army in its advance into Libya and Tripolitania.

John Albert Milton, Esq., Third Officer.

The ship, sailing alone, was torpedoed in darkness and sustained severe damage. The Master ordered all boats to be lowered. A second torpedo hit the ship and, as she was settling rapidly, orders for abandonment were given. The crew got away in four boats one of which, having been damaged by the second explosion, was later abandoned and the occupants distributed amongst the other three. The Master was taken prisoner by the submarine.

The Third Officer, who was in charge of one of the boats, displayed outstanding courage, leadership and efficiency. While his boat was alongside the ship it was swamped when the second torpedo exploded and nearly all the occupants were thrown out. Under the Third Officer's direction the boat was re-boarded, baled out and survivors taken on board. After a voyage of 10 days they were picked up, but the rescuing ship was torpedoed and Third Officer Milton, again taking charge of a boat, made a second voyage of six days before being picked up and landed safely. On his way home about a month later he was once more torpedoed.

Robert Leonard Martin Smith, Esq., Second Officer.

When the ship, sailing alone, was torpedoed in darkness she sank almost immediately. The rapidity of the sinking prevented any of the boats being launched but a number of survivors managed to board a raft which had floated clear.

The Second Officer was outstanding throughout. After being taken down with the ship he swam to a raft and took charge

of it. He made strenuous but unsuccessful efforts to rescue other members of the crew from the water. Extra provisions were obtained from an empty raft and Mr. Smith made himself responsible for the rationing and general welfare of his companions and, by his sterling qualities of leadership, resource and example, did much towards their preservation until they were picked up six days later.

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

John Hyde, Esq., Ship's Surgeon.

Awarded the British Empire Medal (Civil Division):—

Hwok Shing, Quartermaster.

The ship was lying at Port Darwin when the port was subjected to a heavy air attack by Japanese aircraft. During the attack the vessel sustained several direct hits, was set on fire and eventually blew up. In addition the wharf to which she was moored was set on fire and an oil pipeline was cut which caused oil to spread on the surface of the sea around the ship.

The Ship's Surgeon displayed outstanding gallantry and devotion to duty throughout. He continued to attend casualties while the vessel was under attack and remained on board to the last moment without thought of his own safety. Later he helped to take the wounded ashore through the oil which was spreading over the sea, and but for his courageous efforts many lives would undoubtedly have been lost.

Quartermaster Hwok Shing showed great courage and devotion to duty, helping wounded members of the crew ashore when the ship was abandoned.

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

Maurice William Irvin, Esq., Second Officer.

Awarded the British Empire Medal (Civil Division):—

George Kitchener Patterson, Able Seaman.

Harry Smith, Able Seaman.

The ship sailed in a convoy which, for six days, was heavily attacked almost continuously by submarines and from the air, but the vessel survived and arrived safely. During the passage of the convoy an excellent defence was put up by the ship. Many hits were registered on enemy aircraft and on one occasion three of the planes were set on fire, one being seen to crash into the sea. An attempt was made to ram an enemy submarine, and although this was unsuccessful, the ship's accurate fire kept the enemy submerged.

The Second Officer was the Gunnery Officer of the ship and his courage, skill and leadership were mainly responsible for the excellent defence of the vessel which resulted in the probable destruction of at least one enemy aircraft and severe damage to others.

Able Seamen Patterson and Smith did splendid work at the guns and by their courage, coolness and accuracy of fire succeeded in beating off the many attacks to which the ship was subjected.

COMMENDATIONS.

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

Daniel Lewis Bevan, Esq., Acting Second Officer.
 Maurice Kersley Blain, Esq., Third Officer.
 Sidney Albert Booker, Esq., Chief Officer.
 Captain Gordon Lilico Clark, O.B.E., Master.
 Robert Stoddart Cochrane, Esq., Chief Engineer Officer.
 Bernard Debouca, Esq., Third Officer.
 Captain William James Escudier, O.B.E., Master.
 Alexander Drysdale Falconer, Esq., Chief Officer.
 Captain Stephen Fox, Master.
 Albert Grant, Esq., Third Officer.
 James Newsome Grant, Esq., M.B.E., Second Officer.
 Leslie Harold Harrison, Esq., Fifth Engineer Officer.
 Robert Victor Hartley, Esq., Third Officer.
 Oscar Kenneth Holton, Esq., Fourth Engineer Officer.
 Norton Howarth, Esq., Fourth Engineer Officer.
 George Joseph Kent, Cadet.
 Isaac Reginald Alfred Leach, Esq., Second Officer.
 Ian Small McLean, Esq., Chief Officer.
 John Francis Macnamara, Esq., Chief Engineer Officer.
 William Nimmo, Esq., Chief Officer.
 Captain Edward Pain, M.B.E., Master.
 James Sydney Renfrew, Esq., Second Engineer Officer.
 Ronald Renney, Esq., (deceased), Third Officer.
 Captain Richard James Ricketts, Master.
 Captain Eldon Charles Ashley Robson, Master.
 Harold John Rogers, Esq., Chief Radio Officer.

John Henry Rothery, Cadet.
 Captain Wilfred Gillespie Taylor, Master.

The London Gazette Supplement Number 36035 of 4th June, 1943, page 2502, should be corrected as follows, for "Bernard McLaughlan" read "Bernard McLaughlin."

*Ministry of War Transport,
 Berkeley Square House,
 Berkeley Square, W.1.
 3rd August, 1943.*

The KING has been graciously pleased, on the recommendation of the Minister of War Transport, to make the following award:—

The Bronze Medal for Gallantry in Saving Life at Sea.

Celsus Mary Loughlin, Esq., Radio Officer.

The ship in which Mr. Loughlin was serving was torpedoed in darkness and began to sink immediately. Abandonment was ordered but Radio Officer Loughlin remained on duty sending emergency calls until the last boat was about to be lowered. Coming from the wireless room into the darkness he saw one of the officers stumble and fall overboard from the boat deck into the sea. This officer was an elderly man, unable to swim, and Radio Officer Loughlin, realising his danger, immediately dived overboard to his assistance. He continued to search for the officer in the icy water for twenty minutes. At the end of this time he had to give up and he was pulled into one of the boats in a completely exhausted condition.

Radio Officer Loughlin displayed great gallantry in attempting to save the life of his shipmate, coming straight from a lighted room into the darkness and immediately plunging overboard into a choppy sea covered with oil and floating wreckage.

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