

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.