



**SUPPLEMENT**  
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TUESDAY, 12 OCTOBER, 1943

**CENTRAL CHANCERY OF THE ORDERS  
OF KNIGHTHOOD.**

*St. James's Palace, S.W.1,  
12th October, 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 Wilfred Geoffrey Perrin, Master.  
Robert Brown Baillie, Esq., Chief Engineer Officer.

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

Alexander Howard Anderson, Esq., Chief Officer.  
Andrew Henry MacDonald Gill, Esq., Third Officer.  
Alexander Campbell Oliphant, Esq., Second Engineer Officer.

For dangerous work in hazardous circumstances.

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

John Graham, Esq., Chief Engineer Officer.

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

Andrew Storm Nellist, Chief Steward.

The ship sailed in a convoy which suffered heavy submarine and air attack. She

reached port safely and performed particularly valuable service in northern waters, during which time she was subjected to further severe air attacks.

The Chief Engineer Officer displayed outstanding courage throughout the hazardous and difficult voyage. His organisation and efficiency contributed materially to its successful completion.

The Chief Steward was conspicuous throughout and he carried out his duties with courage, efficiency and cheerfulness in very trying conditions.

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

N. Ananthan Nair, Esq., Second Radio Officer.

The ship, sailing in convoy, was heavily attacked by three Japanese cruisers. She was repeatedly hit and the wireless was put out of action. As the ship was listing violently and sinking, orders for abandonment were given. The crew got away in two lifeboats and on rafts. Another boat floated clear from the ship and the survivors were divided among the three boats which made land some 30 hours later.

The Second Radio Officer displayed great courage and coolness whilst the ship was under shell fire and remained at his post until the last. After the vessel sank, many of the crew were clinging to pieces of wreckage in the shark infested waters and Mr. Nair, disregarding the dangers, plunged overboard from his boat and brought several of the men to safety.

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

John Clarence Bentley, Esq., Second Engineer Officer.

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

**Henry Murray, Greaser**

The ship was sailing in a convoy which was attacked by enemy submarines. She was torpedoed and eventually abandonment was ordered.

The Second Engineer Officer and Greaser Murray displayed outstanding courage and devotion to duty. They remained in the engine-room, despite the danger of further attack by the enemy, until there was no hope of saving the ship, and were among the last to leave.

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

**Clayton Hayes, Able Seaman**

The ship, sailing alone, was torpedoed and sank within twenty minutes. Three boats were lowered but one was lost through swamping. Another capsized but it was righted afterwards. Despite this the ship was successfully abandoned and only one life was lost. The survivors were picked up six days later.

Able Seaman Hayes displayed outstanding qualities of courage, and leadership. When the ship was abandoned he took charge of one of the boats and it was due to his skill and seamanship that the occupants were brought to safety.

**Kopana, Boatswain**

During an enemy dive-bombing attack on Guadalcanal, a British ketch was anchored off Tenaru beach. Her native crew was sheltering in dugouts ashore. A landing ship which was hit and set on fire, became out of control and, drifting rapidly, grounded over the ketch's anchor and set fire to the vessel.

With complete disregard of the fact that ammunition was exploding on the decks of the landing ship, Kopana swam out to the ketch. Clinging aboard he started her engine, threw burning material overboard, cleared the fore rigging and slipped the anchor. Then, single-handed, he manoeuvred his ship out of danger and took her to a safe anchorage. He carried out this action within a few feet of the burning landing ship, under a cloud of smoke. He was wounded by the exploding ammunition.

**COMMENDATIONS**

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

Captain John William Andrews, Master  
Charles Blackwell, Esq., Third Engineer Officer

William James Camp, Ordinary Seaman  
Duncan Campbell, Esq., M.B.E., Second Officer

Gerald Carter, Ordinary Seaman  
David Brownlie Craig, Esq., Third Radio Officer

Harold John Davis, Sailor  
Captain John Dodds, Master  
Michael Oduegbe Enebeli, Fireman  
Leonard Hamill, Able Seaman  
Gordon William Hardiman, Able Seaman  
Edward George Henley, Able Seaman

Dennis Jones, Sailor  
Basil Edward King, Apprentice  
Samuel Llewellyn Lloyd, Able Seaman  
David Peutherer, Esq., Fourth Engineer Officer

Donald Gordon Reid (deceased), Fireman  
Edmund James Rogers, Cook  
Patrick Walsh, Able Seaman

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