



SUPPLEMENT  
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TUESDAY, 9 NOVEMBER, 1943

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

*St. James's Palace, S.W.1.  
9th November, 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 Charles Carman Clark, Master.**

The ship was sailing in a convoy when three torpedo-carrying aircraft made for the vessel which was one of the leading ships. The ship's guns concentrated on the aircraft and fire was withheld until they were within close range. Two of the machines were hit and crashed into the sea in flames, while the third sheered off and disappeared into the clouds. During a further attack, a torpedo was dropped by aircraft but by prompt helm action this was evaded. Although later a further severe air attack was made, it was beaten off and the convoy arrived safely.

The Master displayed courage, skill and outstanding qualities of leadership throughout, and brought his ship safely to port with her valuable cargo.

**Captain Frank John Goodchild, Master.**

When the ship was sailing in convoy an enemy attack developed in darkness. A submarine was sighted and, although fire was opened, the ship was torpedoed and badly damaged. It was decided to attempt to save the vessel and, after trimming and discharging some ballast to lighten her, she was able to maintain convoy speed. The following day she left the convoy and was brought

safely to the nearest port. There were no casualties.

The Master displayed courage and leadership of a high order throughout and acted promptly and determinedly when his ship was hit.

**Captain James Grant, Master.**

The ship was in coastal service in North African waters and during that time was subject to enemy submarine and air attacks. In all these actions she was exceptionally well defended, two enemy aircraft being destroyed and another hit and probably damaged. During the whole of this period no casualties were suffered on board.

The Master displayed courage and leadership of a high order throughout. It was due to his excellent organisation and defence over a period of eight months that his ship came unscathed through many severe enemy attacks and without casualties.

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

**Captain Richard Avery Leicester, Master.**

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

**Edward Evander Stewart, Esq., Third Engineer Officer.**

**William Bothwick Harris, Esq., Sixth Engineer Officer.**

The ship was torpedoed and had to be abandoned.

The Master displayed great courage and presence of mind throughout and it was due to his excellent leadership and organisation that the loss of life of the personnel on board was minimised.

The Third and Sixth Engineer Officers were on duty in the engine-room when the vessel was hit. They showed conspicuous courage, coolness and resource in remaining at their

posts and stopping the main engines. But for this action, the loss of life would undoubtedly have been very heavy.

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

Captain Daniel Morley Williams, Master.

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

David Firth Clark, Esq., Third Officer.

In hazy weather and difficult conditions for navigation, the ship, with a cargo of vital supplies, ran aground on a reef and had to be abandoned. The crew laid off in the boats. The next day the vessel was bombed by enemy aircraft. The survivors were then mustered in two boats, one of which was lost in the journey which followed. The Master took charge of the other and, although he fell sick on the fifth day, land was reached after seven days at sea. Almost all the occupants were suffering from frost bite, and four had died during the boat voyage. The landing was made on a desolate coast but there was nearby a number of huts which not only provided shelter but also contained some stores. After seven weeks of overwhelming hardships, during which fifteen men died, the nine survivors were discovered by a patrol and eventually returned to this country.

The Master displayed outstanding qualities of courage, fortitude and leadership after his ship was lost. He recovered sufficiently to resume command a few days after landing and not only helped to nurse the sick but, after three sorties had been made into the barren wastes to obtain help, he himself made a fourth.

The Third Officer also showed great courage and rendered valuable help. He took charge of the boat when the Master fell sick and was outstanding for his energetic and devoted services to his shipmates during the weeks of hardship on land. He became ill himself about a week before the survivors were rescued.

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

Captain Stephen Diggins, Master.

Wilfred Lawson Marrs, Esq., Chief Engineer Officer.

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

Duncan Robertson, Esq., Chief Officer.

Ronald Laker Tucker, Esq., Second Engineer Officer.

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

Michael McNeil, Able Seaman.

The ship was sailing in convoy when she was torpedoed. She immediately burst into flames and her cargo began to explode. Abandonment was successfully accomplished, but the Master and a volunteer party remained on board in an effort to save the ship. The fire continued to gain ground, however, and when it was seen that the position was

hopeless, the Master's party jumped overboard and swam to an escort vessel nearby. The ship blew up some hours later.

The Master displayed great courage and leadership throughout. It was due to his excellent organisation that an orderly and successful abandonment was made, in hazardous and difficult circumstances, with the loss of only four lives. He had previously shown unswerving devotion to duty and indomitable spirit when his ship was heavily attacked during the North African operations.

The Chief Engineer Officer showed outstanding courage and devotion to duty. When the ship was hit and burning he went down into the engine-room and made certain that his staff were away. He then shut the auxiliaries to prevent flooding of the boats by discharge water. Later he took charge of a boat, maintained order and materially assisted in the safe handling of the rafts. His efforts undoubtedly helped to save a large number of lives.

The Chief Officer was in direct control of the launching and loading of the boats and rafts and when the ship had been cleared he remained behind with the Master. His courage, coolness and efficiency helped greatly in the saving of many of the personnel on board.

The Second Engineer Officer set a high example by his conspicuous courage and devotion to duty. He volunteered to remain behind with the Master and was one of the last to leave the ship.

Able Seaman McNeil set an outstanding example throughout. His courage, initiative and resource were responsible for the saving of many lives.

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

Captain John McGugan, Master.

The ship, homeward bound, was nearing port when she was attacked by an enemy aircraft in darkness. Course was altered to avoid the attack and fire was withheld until the aircraft was well within range. The first burst from the ship's gun caused the aircraft to bank. Continuous firing from the ship was maintained and the aircraft was seen to burst into flames and crash into the sea.

The Master displayed courage, skill and coolness in this encounter. By his excellent judgment in holding fire until the aircraft was within effective range, he was responsible for the destruction of the enemy and so saved his ship. This is the second occasion on which Captain McGugan's ship has beaten off attacks by enemy aircraft and he has previously been credited with the probable destruction of one of the enemy.

*Award of the British Empire Medal (Civil Division):—*

John Hilary Wehner, Apprentice.

Mohomed X Abdulla, Deck Serang.

After having survived one enemy attack, the ship, sailing in convoy, was torpedoed in darkness. She was severely damaged and orders for abandonment were given. All the crew got away and laid off in the boats. Some hours later, as the vessel was still

afloat, she was re-boarded and efforts were made to get her to port. A party of volunteers went into the shelter deck to build up bags of cargo in an attempt to make a temporary bulkhead. For ninety minutes they worked below with the water up to their knees, in circumstances of grave danger. Shortly afterwards, however, the bulkhead collapsed and the ship, which suddenly began to settle forward, sank within five minutes. Four of the crew were trapped below and lost their lives, but the remainder were picked up shortly afterwards.

Apprentice Wehner and Deck Serang Mohamed X Abdulla displayed outstanding courage and leadership throughout and played a conspicuous part in the efforts to save the ship from further flooding. Both set a splendid example by their fearless devotion to duty.

#### COMMENDATIONS.

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

Ali Azome X. Hosain Ali, Lascar.  
 Captain Edwin Thomas Baker, Master.  
 Samuel Ralph Brackenridge, Esq., Third Engineer Officer.  
 Frederick Charles Chisholm, Esq., Third Officer.  
 Edwin Ernest Clayton, Esq., Sixth Engineer Officer.  
 Frank Cossar, Esq., Chief Officer.

William Cunningham, Esq., (deceased), Fifth Engineer Officer.  
 Tudor Meredith Rees-Davis, Esq., Second Officer.  
 Captain John Ivor Edwards, Master.  
 Edward Hutchinson Elstob, Mess Room Boy.  
 William John Gilbert, Esq., (deceased), Second Engineer Officer.  
 Wilfred Gilbertson, Chief Steward.  
 Captain Edward Gough, O.B.E., Master.  
 Captain Clayton Lewis Guy, Master.  
 Ernest Alfred Hall, Esq., Chief Engineer Officer.  
 Captain Herbert Alexander Kilgour, O.B.E., Master.  
 Simpson Lees, Able Seaman.  
 Charles Alexander MacKenzie, Esq., First Officer.  
 Edith Bennett, Mrs. McLean, Passenger.  
 William MacMurtrie, Esq., (deceased), Fourth Engineer Officer.  
 James Currie Marshall, Esq., (deceased), Second Engineer Officer.  
 Bozol Rohmon X. Moosa Mian, Lascar.  
 Shamsul Huq X. Nur Mian, Second Deck Tindal.  
 Clifford Mills, Esq., Chief Officer.  
 Nur Mohamed X. Boxshi Molla, Lascar.  
 Captain Owen Charles Morris, D.S.O., Master.  
 William Gardner Pennock, Able Seaman.  
 Mozaffer Ahmed X. Rahimuddin, Second Tindal.  
 Norman Macfarlane Robertson, Esq., (deceased), Chief Engineer Officer.  
 Captain James Stewart, Master.  
 John George Swanson, Esq., Chief Officer.

#### LONDON

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