

minutes later and, whilst the boats were being lowered, the vessel was hit by a third. One of the boats got clear of the ship and eleven days later, while sailing in rough seas, it capsized four times within three hours, throwing the occupants into the sea. Each time the boat was righted but 15 of the occupants lost their lives in the heavy seas. After a voyage of 12 days, during which six of the crew died, the survivors were picked up in sight of land.

The Chief Engineer Officer displayed great courage and fortitude. He gave valuable help to the Officer who was in charge of the boat for the first eleven days of the voyage. When the boat capsized and this Officer was lost, Mr. Simpson took charge and, by his skill and determination, eventually brought the survivors to safety.

The Third Engineer Officer acted with gallantry and courage and was also of great help in the boat. In addition he swam out six times in darkness to rescue brother Officers. This action took place after Mr. Heap had been eleven days in the open boat, in continuous bad weather with heavy seas, and he was consequently very weak.

The Fourth Engineer Officer displayed outstanding courage and devotion to duty. He remained in the engine-room after two torpedoes had struck the ship and only left his post when ordered on deck. He also rendered great assistance in the boat and set a very fine example by his cheerful and willing behaviour.

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

Captain James Robertson Hendry, Master.

The ship, carrying dangerous cargoes vital to the war effort, has been many times attacked by the enemy, being bombed and dive bombed while in convoy and in several North African ports.

The Master displayed great courage and coolness throughout and his determination, judgment and excellent defensive measures brought his ship safely through many hazardous voyages.

William Jones, Esq., Second Engineer Officer.

The ship, sailing in convoy, was attacked by enemy aircraft. Five bombs fell close to the ship and a further attack followed about ten minutes later when four more bombs fell nearby. The ship put up an excellent defence throughout and beat off the attack without casualties or serious damage.

The Second Engineer Officer displayed great courage and devotion to duty. He stayed below and kept the engines running although, as a result of the attack, the dynamo had stopped and the engine-room was in complete darkness.

Stanley Taylor, Esq., Chief Officer.

The ship was torpedoed and sunk.

The Chief Officer was in charge of one of the boats which made a 12 days voyage, covering 1,200 miles before being picked up. He displayed outstanding courage and resourcefulness, and it was mainly due to his skill and leadership that the occupants of the boat were brought to safety.

#### COMMENDATIONS.

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

George Paterson Burr, Esq., M.B., Ch.B., Ship's Doctor.

Moossa Abdool Cader, Secunny.

George Bertram Crossley, Esq., Chief Engineer Officer.

Johnathan Islwyn Davies, Esq., First Radio Officer.

Henry Hunter Howey, Esq., Second Officer.

Gwilyn James, Boatswain.

Cecil Baxter Kean, Able Seaman.

Captain Archibald MacKinlay, O.B.E., Master.

James Steven Mitchell, Esq. (deceased), Second Officer.

Captain Thomas Gladwin Phillips, Master.

Edwin Quick, Esq., Third Officer.

The award to James Murray announced in Gazette No. 36312 of 4th January, 1944, page 73, is now dated 15th December, 1943.

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