

only one life was lost. It was due to the courage, outstanding seamanship and skill of Mr. Taylor during this long boat voyage that the occupants were brought to safety.

The Third Officer was in charge of another boat which made a successful landfall after a voyage of 20 days. He displayed great courage throughout. By his leadership and organisation he set an excellent example to the occupants of the boat and, by his skill and seamanship, brought them to safety.

The third boat after a voyage of eight days was picked up by another steamer.

COMMENDATIONS.

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

William Brown, Chief Steward,
John Alan Burdall, Able Seaman,
William Henry Caley, B.E.M., Ship's Cook,
Matthew Channon, Carpenter,
James Ferrar Clarke, Esq., Second Officer,
Edmund Bazeley Duncan, Esq., (deceased),
Senior Radio Officer,
William Stobbs Sanderson Gargett, Boatswain,
Captain James Robert Georgeson, Master,
Alan Harrison, Esq., Second Officer,
William Harrison, Esq., First Radio Officer,
Vernon Sylvester Harvey, Esq., First Radio Officer,
William Hedley, Able Seaman,
Arthur Henry Hodges, Esq., Chief Engineer Officer,
Cecil Frank Hodgkinson, Esq., Second Engineer Officer,
John Ernest Kemp, Esq., Chief Radio Officer,
Kenneth Henry McNeil, Esq., Chief Officer,
Bhowen Meetha, Deck Serang,
Frederick George Minty, Esq., Chief Officer,
Walter Connis Muir, Esq., Chief Officer,
Captain Robert Campbell Proctor, Master,
Captain Edward Scrymgeour, Master,
George Smith, Donkeyman,
Paul Stansbury, Esq., Third Officer,
Edgar Ramsay Sykes, Second Cook,
Captain Edward John Syvret, Master,
Captain George Waite, O.B.E., Master,
John Herbert Williams, Boatswain.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.

2nd May, 1944.

The KING has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire, for welfare services to the Forces in the Middle East.

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

Lieutenant-Colonel the Honble. Fred Waite, D.S.O., V.D., Overseas Commissioner of the New Zealand Patriotic V. Fund.

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

Olive, Mrs. Blackford, New Zealand Club, Cairo.

Herbert James Steptoe, Commissioner, New Zealand Young Men's Christian Association.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

St. James's Palace, S.W.1.

2nd May, 1944.

The KING has been graciously pleased to give orders for the undermentioned awards of the George Medal and of the British Empire Medal, and for the publication in the London Gazette of the names of the persons specially shown below as having received an expression of Commendation for their brave conduct.

Awarded the George Medal:—

Michael McCarthy, Boatswain, Merchant Navy.

When the ship was approaching port, a section of the hatch covers of the forward hold was opened up and Boatswain McCarthy and an Able Seaman went below to get the mooring ropes on deck. While the seaman remained below McCarthy came on deck to heave them up. Almost immediately there was an explosion due to the ignition of an explosive mixture of coal gas in the hold. A sheet of flame from the hatch set fire to the tarpaulins on deck. Although this fire was promptly smothered and the remainder of the hatch covers removed, the hold was still full of smoke and the seamen below could be heard calling for help. In spite of the grave risks of further explosions and fire, McCarthy secured a rope ladder and descended into the hold. He carried the very dazed and badly burned seaman to where those on deck were able to bend down and lift him to safety.

McCarthy, without thought of self, displayed bravery of a very high order in this gallant rescue of a shipmate.

Awarded the British Empire Medal (Civil Division):—

Ernest William Bowman, Farm Labourer, Shipdham, Norfolk.

An aircraft crashed and caught fire. Bowman crawled into the wrecked machine to remove the unconscious rear gunner. He was at first unable to get the airman out but, although he had been warned that there were large explosive incendiary bombs on board, he again entered the burning aircraft and, with assistance, succeeded in extricating the gunner.

Bowman's brave conduct and determination were instrumental in saving the airman's life.

George Bradley, Miner, North Skelton Ironstone Mine, North Riding of Yorkshire.

A man was trapped by a sudden collapse of the roof in a mine, his leg being pinned down by a prop underneath a large fall of shale. After a gang of men had been engaged for some time in attempting to rescue him, it became evident they could not release his foot. Bradley volunteered to squeeze himself into a small aperture about 23 inches by 8 inches inside the fall to endeavour to free him. With great difficulty he managed to withdraw the victim's foot from his boot, after which he remained with him for about forty minutes before they were both pulled clear. There was a risk of a further heavy collapse of the broken and unsupported roof and Bradley showed courage without regard for his own safety.