



FOURTH SUPPLEMENT
TO

The London Gazette

Of FRIDAY, the 11th of AUGUST, 1944

Published by Authority

Registered as a newspaper

TUESDAY, 15 AUGUST, 1944

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1,
15th August, 1944.*

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

Edward Huntley Greenway, Esq., Chief Engineer Officer.

When the ship, sailing alone, was torpedoed in darkness she broke in two and sank in about six minutes. It was not possible to launch the lifeboats but many survivors were able to get on to rafts which floated clear.

The Chief Engineer Officer displayed great courage, fortitude and outstanding qualities of leadership. After being taken down by the ship he came to the surface. Despite this overwhelming experience he swam to a raft, took charge of the situation and, after organising the rescue of many of the crew who were in the water, he mustered the rafts together and maintained order and discipline. His efforts were undoubtedly mainly responsible for the saving of a large number of lives.

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

Harry Sinclair Clarke, Esq., D.S.C., Chief Officer.

The ship was sailing in convoy when she was attacked by the enemy and hit by two torpedoes. The engines were put out of action and the vessel commenced to flood. The Master and the crew left the ship in the

boats, which then laid off. Later, with the aid of a tug, a number of the crew reboarded her and made fast a tow line. All the men then left the ship, except the Chief Officer. Towing continued and eventually, with the assistance of another tug, the vessel was brought safely to port.

The Chief Officer showed conspicuous courage and coolness. He volunteered to remain on board the ship alone, although she was in considerable danger of capsizing. By this outstanding action he contributed materially to the saving of a valuable ship.

Awarded the British Empire Medal (Civil Division):—

William Best, Greaser.

William Joseph Burns, Greaser.

Ronald Nunn, Ordinary Seaman.

Leonard White, Able Seaman.

In the early part of 1943 the ship, sailing alone, was attacked in darkness. Two torpedoes hit the ship and she sank almost immediately. There was no time to launch the boats but a number of rafts floated clear. Although efforts were made by the survivors on one raft to rescue others, only four of the crew were eventually rescued, after being adrift on a raft for 39 days.

Able Seaman White, Greaser Burns, Greaser Best and Ordinary Seaman Nunn all displayed outstanding qualities of courage, fortitude and endurance which enabled them to survive the hardship and perils of the long and hazardous ordeal on the raft.

Robert Ernest Norman Davey, Able Seaman.

During an air raid an incendiary bomb fell near a wharf, pierced the engine-room roof of a vessel and came to rest near the port engine, severing petrol connections. Able Seaman Davey of another vessel, which was lying alongside, went down into the engine-room, seized the bomb in his hands, climbed on deck and threw it on to the quay.

Able Seaman Davey displayed outstanding courage. The ship had a large quantity of highly inflammable octane spirit in her tanks and, had the bomb exploded in the confined

space, it would have resulted in the total loss of the vessel and endangered a Depot ship alongside which she was moored. The brave and prompt action of Davey, undertaken with total disregard of his own safety, saved the ship and prevented the almost certain loss of life, which would have resulted from any explosion on board.

COMMENDATIONS.

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

Captain Arthur Stanley Anthony, Master.
Thomas Beattie, Esq., Chief Engineer Officer.
Ernest Greaves Capper, Esq., Second Engineer Officer.

Captain Fraser Stuart Cumming, Master.
John William Davidson, Esq., Chief Officer.
Captain Arthur Claud Evans, Master.
Norman Gibson, Apprentice.
Henry Charles Green, Able Seaman.
Captain Arthur Hughes, Master.
Captain Arthur Robert Osburn, Master.

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Awarded the British Empire Medal (Civil Division).

George Cameron, Foreman Engineer, John Brown and Company, Clydebank.

Cameron was one of a party who were conducting investigations in the engine-room of a ship. An apprentice who was in attendance caught the belt of his overalls in a coupling pin on the turbometer shaft which ran close behind him and which was revolving at the time. His cry of alarm

brought Cameron to his aid and, with help, he dragged the victim free by tearing his clothes. In so doing Cameron was himself caught by the sleeve, and could not be freed. His forearm was so badly lacerated and broken by the revolving shaft, which could not be stopped for nearly two minutes, that his arm later had to be amputated at the elbow.

Cameron well knew the danger of grave injury to himself that he was incurring when he went to the rescue. He showed complete lack of regard for his own safety and, by his prompt and energetic measures, saved the apprentice from serious injury. He displayed great fortitude while awaiting his release from the shaft and during his journey to hospital.

William Henry Lunny, Farmer, Trory, Co. Fermanagh, Northern Ireland.

An aircraft collided with high tension cables and crashed in flames.

As Lunny was running to the scene, he saw two men thrown clear from the aircraft which finally crashed about 60 yards from him. Lunny immediately entered the burning machine and pulled out one of the injured crew. The only uninjured member of the crew handed out another man to him. Lunny again entered the 'plane and found a third man who was trapped and helped to pull him free. On ascertaining that two members of the crew were unaccounted for, Lunny went to the rear of the 'plane and found one member lying dead on the ground and another alive in a gun turret which had been torn off and was lying a short distance away. During the time rescue work was proceeding the aircraft was burning furiously and ammunition was exploding.

Lunny displayed great courage and determination.

COMMENDATION.

The individual named below has been Commended for brave conduct when engaged in hazardous operations:—

Robert Wiggins, Esq., Purser, Merchant Navy.

LONDON

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1944.

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