

and general efficiency, brought the occupants to safety, making a good land fall after a voyage of thirteen days in difficult and trying circumstances.

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

Captain John Reginald McCarthy, Master.
Edmund Hugh Hair, Esq., Chief Engineer Officer.

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

James Simpson Ogilvie, Esq., Chief Officer.

The ship made many vitally important voyages and on numerous occasions was subject to determined attacks by enemy aircraft. On the last occasion the convoy in which the ship was sailing was subjected to attacks over a period of 4 days, but due to the excellent manner in which the ship was handled and the defence put up by her armament, she was brought through without sustaining any major damage.

The Master handled his ship with outstanding courage and ability. The success of these voyages, in spite of many enemy attacks and hazards, was mainly due to his excellent leadership and organisation.

The Chief Engineer Officer showed courage and efficiency of a high order, and ably supported the Master throughout. Main steam had to be kept on at all times, and although leaking boiler tubes caused considerable trouble, these were always successfully dealt with at sea or in port, often under very difficult and dangerous conditions. By his excellent leadership and fine example, Mr. Hair kept his staff in good heart and so contributed to the success of the voyages.

The Chief Officer was outstanding throughout. He was always by the Master's side on the bridge whilst in action at sea, and assisted him in taking quick evasive action to counter bomb and torpedo attacks. On one occasion red hot debris from another ship fell on board the vessel and started a fire near a hold which contained high octane spirit. A fire-fighting party was immediately

organised and, under the leadership of Mr. Ogilvie, it quickly brought the fire under control and extinguished it before any serious damage was done.

Awarded the British Empire Medal (Civil Division).

Gordon Hedley Graham Zetterstrom, Fireman.

The ship was sailing in convoy when she was torpedoed in bad weather and darkness. She sank within three minutes and, although both her boats were rendered useless by the explosion, the crew got away on two rafts which were picked up some hours later.

Fireman Zetterstrom displayed outstanding courage when the ship was sinking. Without thought for his own safety he remained on board until the last and made gallant but unsuccessful attempts to rescue another fireman who had been trapped by the explosion. Eventually he reached one of the rafts and, after rendering first aid to two of the Officers who had been injured, he made distress signals which contributed greatly to the speedy rescue of the survivors.

COMMENDATIONS.

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

Matthew Auchterlonie, Esq., Second Officer.
Captain John William Balchin, Master.
Thomas Arthur Hudson, Esq., Third Officer.
John Allason-Jones, Esq., Second Officer.
Captain Jonathan MacInnes, Master.
James Thomas Hulbert Parnell, Able Seaman.
William Powell, Esq., Chief Engineer Officer.
Captain Richard James Ricketts, Master.
Captain Andrew Smith (deceased), Master.
Eric John Spurling, Esq., Chief Officer.
James Alexander Thomson, Esq., Second Engineer Officer.
Thomas Webster, Esq., Senior Sixth Engineer Officer.

The notice in the London Gazette No. 36547, page 2677, dated 10th June, 1944, regarding the award of the British Empire Medal (Civil Division) to William Charles Catton, is hereby cancelled, it having been ascertained that he died before the date of the award therein mentioned.

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