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**CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD,**

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

14th August, 1945.

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

Captain William Edward GARDNER, Master, s.t. "Empire Jester" (United Towing and Company Ltd.).

In Ostend harbour the tug "Empire Jester" rendered conspicuous service in towing a number of craft to safety in face of great danger caused by exploding ammunition and burning wreckage.

Captain Gardner gave prompt and effective assistance to two craft which saved them from heavy damage by fire. He then refloated a fire-boat, which had gone aground, and also took a considerable number of men from the danger area to the other side of the harbour. He also pushed burning wreckage out of the channel and later extinguished small fires on the East Jetty.

Captain Gardner displayed courage and devotion to duty.

Jack Thornton GIBSON, Esq., Chief Officer, s.s. "Nephrite" (Stephenson Clarke and Associated Companies Ltd.).

Alexander Ross, Esq., Second Officer, s.s. "Kyle Castle" (Walton Steam Ship Company Ltd.).

The s.s. "Nephrite," "Kyle Castle" and other vessels were lying in a docks which was attacked by a German raiding party. The "Nephrite" and "Kyle

Castle" were boarded by the enemy after being attacked with gunfire and grenades. Explosive charges were put on board the vessels and considerable damage was done.

The Chief Officer of the "Nephrite" showed great courage when the ship was attacked. He manned the ship's gun in an attempt to hit back at the enemy who were using small arms and grenades. He was wounded during this brave action.

The Second Officer of the "Kyle Castle" acted with great courage and coolness. He ran to the bridge and attempted to train the guns on the enemy who were then on the quay side. He was, however, severely wounded in the head and one arm while making this brave attempt.

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

Captain Rieth Stonehouse LENNARD, Master, s.v. "Help" (Risdon A. Beazley),

Captain James WHITE, Master, s.v. "Abigail" (Leith Salvage and Towing Company Ltd.).

Awarded the British Empire Medal:—

John Gordon SMITH, Senior Diver, s.v. "Help" (Risdon A. Beazley).

The Salvage Vessels "Help" and "Abigail" were continuously employed after D Day in salvage operations and port clearance in France and N.W. Europe. This work, which was often carried out in conditions of extreme discomfort and danger, was of incalculable value, in terms of shipping and cargo saved, to the Allied cause.

Captain Lennard of the s.v. "Help" demonstrated unusual skill throughout the operations. He showed outstanding seamanship when a strong gale and heavy tide caused the anchors to drag and the vessel was lifted by the high seas and pounded on top of the quay breaking the stern frame. He succeeded in getting her clear until tugs arrived and anchors were relaid.

Captain White of the s.v. "Abigail" handled his ship with outstanding skill and seamanship throughout and he was responsible for the expeditious raising of many sunken ships and obstructions.

Senior Diver Smith displayed a high sense of duty throughout under most difficult conditions. He was the only diver working on two occasions in January when the temperature of the water was below freezing point. In Cherbourg, where mines were plentiful and were exploding, he remained under water until he had a complete picture of the obstruction to be cleared. He also placed sweep wires under a barge loaded with mines and thus enabled it to be successfully removed.

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

Captain Morris William THOMAS, Master, m.v. "Rio Bravo," (Frederick T. Everard and Sons Ltd.).

Awarded the British Empire Medal:—

Jeremiah O'REGAN, Able Seaman, m.v. "Rio Bravo," (Frederick T. Everard and Sons Ltd.).

The m.v. "Rio Bravo," lying at anchor off Ostend, was torpedoed. The ship was badly damaged and the Master was blown overboard. The accommodation was completely wrecked and in all fourteen lives were lost.

Captain Thomas displayed great courage and devotion to duty. After being blown over the side by the explosion, he scrambled back on board and, although barefooted, immediately took charge of a small party which went to the assistance of the trapped and unconscious officers. After this he continued to search for others of his crew amongst the collapsed accommodation and debris under extremely difficult and dangerous conditions. The search was continued for over two hours and was only abandoned a short time before the ship sank.

Able Seaman O'Regan showed outstanding courage and gallantry without regard for his personal safety. He played a leading part in the search for survivors and was responsible for finding one of the officers unconscious under a pile of debris, which he cleared, and then brought the officer to the comparative safety of the fore-deck.

Awarded the British Empire Medal:—

Harry William BENTLEY, Boatswain, s.v. "Kingarth."

The Salvage Vessel "Kingarth" was engaged on the important and arduous work of clearing the harbour at Flushing, which included the lifting of the lock gates.

Boatswain Bentley was outstanding in his enthusiasm, great ability and complete disregard of his own safety. He supervised and undertook the slinging of the lock gates which weighed 150 tons. This proved to be a very difficult and hazardous operation.

On one occasion, when working under adverse conditions of sea and wind and in a current of some seven knots, a sling broke and Boatswain Bentley immediately jumped on to the gate, which was being lifted, to fix

a new one. The gate was then in a most precarious position and was likely to capsize at any moment, in which event Boatswain Bentley would have had but little chance of survival.

Hassan ISMAIL, Donkeyman, s.s. "Fort Maisonneuve," (Chellew Navigation Company Ltd.).

The s.s. "Fort Maisonneuve" was in convoy when she was severely damaged by a mine. The ship settled rapidly by the stern and touched bottom about 10 minutes later. The crew were ordered into the boats but the Master and the Donkeyman remained on the damaged ship with two injured men. In response to a call for volunteers, four of the crew returned on board and a careful search was then made for further survivors. The injured were helped to a launch which came alongside. The ship was then abandoned.

Donkeyman Ismail displayed great gallantry and courage and was outstanding throughout. He refused to leave the ship with the remainder of the crew and stayed on board to assist the Master and the injured.

COMMENDATIONS

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

Harry ARNOLD, Esq., Second Engineer Officer, s.s. "Empire Javelin" (Blue Star Line Ltd.).

Cyril CLARKE, Mate, s.t. "Empire Jester" (United Towing Company Ltd.).

Albert Richard CORNISH, Esq., Skipper, s.t. "Kingston Onyx" (Kingston Steam Trawling Company Ltd.).

James Sangster Melville CRAIG, Carpenter and Diver, s.v. "Abigail" (Leith Salvage and Towing Company Ltd.).

Joseph Alec CUCKSEY, Esq., Chief Officer, s.s. "Empire Javelin" (Blue Star Line Ltd.).

Sidney ELLIS, Esq., Chief Engineer Officer, m.v. "Regent Lion" (Bowring Steam Ship Company Ltd.).

Henry Charles HAWKES, Esq., Junior Third Engineer Officer, s.s. "Empire Javelin" (Blue Star Line Ltd.).

Frederick Reginald HUGHES, Second Electrician, s.s. "Empire Javelin" (Blue Star Line Ltd.).

William Charles Sidney IRONS, Second Mate and Boatswain, s.v. "Help" (Risdon A. Beazley).

Captain John William JOHNSON, Master, s.s. "Alexander Kennedy" (London Power Company Ltd.).

Captain John Alun JONES, Master, s.s. "Fort Maisonneuve" (Chellew Navigation Company Ltd.).

James MCKENZIE, Boatswain, s.v. "Abigail" (Leith Salvage and Towing Company Ltd.).

Captain John McLEAN, Master, s.s. "Empire Javelin" (Blue Star Line Ltd.).

William Gardner MCPHERSON, Esq., Chief Engineer Officer, a.s.v. "Abigail" (Leith Salvage and Towing Company Ltd.).

Captain Colin Thomas PITT, Master, m.v. "Regent Lion" (Bowring Steam Ship Company Ltd.).

Charles POWRIE, Esq., Chief Officer, m.v. "Regent Lion" (Bowring Steam Ship Company Ltd.).

David ROBINSON, Esq. (deceased), Third Officer, s.s. "Empire Javelin" (Blue Star Line Ltd.).
 George Rattray SCARTH, Esq., Chief Engineer Officer, s.s. "Empire Javelin" (Blue Star Line Ltd.).
 Charles James Percy SHAW (deceased), Able Seaman, s.s. "Empire Javelin" (Blue Star Line Ltd.).
 Douglas William John SOUTHGATE (deceased), Able Seaman, s.s. "Empire Javelin" (Blue Star Line Ltd.).
 Harry SPEED, Esq., Third Engineer Officer, m.v. "Athelduke" (Athel Line Ltd.).
 William Howard VINCENT, Able Seaman, s.s. "Empire Javelin" (Blue Star Line Ltd.).
 Herbert WAUGH, Esq., Fourth Engineer Officer, s.s. "Empire Javelin" (Blue Star Line Ltd.).
 Captain Andrew McNeilly WRIGHT (deceased), Master, s.s. "Eskwood" (Mersey Ports Stevedoring Company Ltd.).

The appointment of Captain Egerton Gabriel Baynes MARTIN announced in Gazette No. 36547 of 10th June, 1944, page 2669, is now dated 13th January, 1944.

The name of James Brewis WODESON is as now shown and not as stated in Gazette No. 37181, dated 17th July, 1945; page 3680.

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

Imlay WATTS, Chief of Radio Section, Psychological Warfare Division, War Office.

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

Francis C. McLEAN, Radio Engineer, Psychological Warfare Division, War Office.

Joan, Mrs. SOUTHERDEN, Personal Assistant, Psychological Warfare Division, War Office.

For services to the Forces in North West Europe.

Awarded the British Empire Medal:—

James CHALMERS, War Reserve Constable, East Lothian County Police Force.

An aircraft crashed on to a house and both caught fire. Chalmers heard the explosion and hurried to the scene. By then the house was blazing but twice he ascended the burning staircase in an attempt to rescue trapped persons, but the flames and smoke drove him back. He subsequently climbed up a ladder to a bedroom window, smashed the glass and entered the room but found no one there.

Constable Chalmers showed courage and devotion to duty in making three attempts at the risk of his own life to rescue persons trapped in the burning house.

William Edward COOKE, Farm Bailiff, Swyncombe, Oxfordshire.

An aircraft crashed and burst into flames. Cooke hurried to the scene and was informed by a surviving member of the crew that the rear gunner was still in the wreckage. Heedless of exploding ammunition and the intense heat, he tried unsuccessfully to free the trapped man. He then removed a quantity of ammunition and other equipment but was unable to release the unconscious gunner until a part of the fuselage had been cut away with a hack-saw.

Cooke showed courage without regard for his own safety.

George ISIHIOU, W/T Operator, Greek Mercantile Marine.

For brave conduct in hazardous circumstances.

COMMENDATIONS

Those named below have been Commended for brave conduct when aircraft crashed and caught fire:—

Stephen Hugh COOKE, Farm Labourer, Swyncombe, Oxfordshire.

Albert Edward GARDNER, Second Officer, Air Transport Auxiliary.

Colonel John HAIG, D.S.O. (deceased), Haddington, East Lothian.

Cyril Rowland HEATH, Agricultural Engineer, Swyncombe, Oxfordshire.

Kenneth John PAYNE, Senior Flight Engineer, Air Transport Auxiliary.

Alfred Ernest SEYMOUR, Agricultural Worker, Swyncombe, Oxfordshire.

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