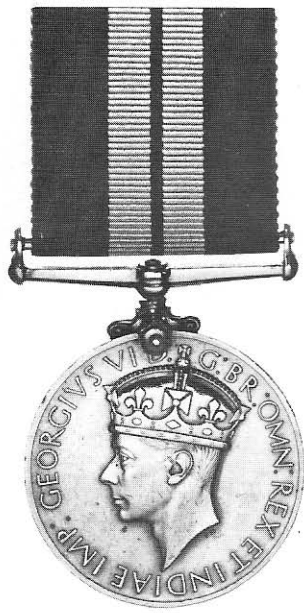


The Distinguished Service Medal 1939-1946

compiled and edited by W. H. Fevyer

J. B. HAYWARD & SON
POLSTEAD · SUFFOLK



The Distinguished Service Medal

Obverse

Reverse



Group of medals awarded to C. E. Buddin, (see page 49) including the MBE and DSM.
The Distinguished Service Medal being awarded for the Malta convoy, Operation Harpoon.
Photo by R. Scarlett.

Introduction

The Distinguished Service Medal was instituted in October 1914 for award to chief petty officers, petty officers and men of the Royal Navy and non commissioned officers and men of the Royal Marines. The medal was to be awarded to men who set an example of bravery and resource under fire where the award of the Conspicuous Gallantry Medal would be inappropriate. A bar to the Distinguished Service Medal was introduced by Order in Council dated 27 June 1916. In 1940 non commissioned officers and men of the Royal Air Force, serving with the Fleet were added to the selection criteria and in 1943 non commissioned officers and men serving afloat, but not with the Fleet were made eligible. 1942 saw the addition of non commissioned officers and men of the Army, serving in defensively equipped merchant ships, and members of the Merchant Navy equivalent to petty officer or seaman in the Royal Navy.

The awards for the period encompassed within this book hold my interest for many reasons, the prime factor being the manner in which they were won, examples being, the Malta Convoys, Dunkirk, Normandy Landings and many other hard fought major actions, also the lesser known actions, submarine patrols, inter-ship confrontations, mine-sweeping, etc. The multiplicity of the types of actions and circumstances present an impressive backcloth to the individual heroism contained within the award of a Distinguished Service Medal.

I have often heard it said that research into Second World War naval gallantry awards presents difficulties when compared with military awards such as the Distinguished Conduct Medal or the Military Medal. My experience has been precisely the opposite. If there is some indication as to the circumstances of the award, be it the name or code name of the action, the man's ship or the area covered by a convoy, it is often possible to discover ample details of the background of the award and in some cases specific recommendations, this cannot be obtained without individual research, at times, a lengthy but enjoyable task.

As an example of basic research I was once shown a medal with the *London Gazette* entry reading as follows: 'who as a member of the volunteer 4-inch gun crew fought with courage and effect in the last action of HMS *Li Wo*.' With a *London Gazette* entry such as this it is always worthwhile to look through associated awards, if, that is, there are any. In this case by turning back one page the following entries were found.

The Conspicuous Gallantry Medal.

Acting Petty Officer Arthur William Thompson, D/JX 129888 who when his commanding officer's decision was made to fight the ship to the last, volunteered to serve as gun-layer to the 4-inch gun, and laid this weapon with coolness and effect, showing the utmost skill, courage and resource throughout the action. In a brave company, his conduct was outstanding.

To be a Companion of the Distinguished Service Order.

Temporary Sub-Lieutenant Ronald George Gladstone Stanton, Royal Naval Reserve; who was First Lieutenant of HMS *Li Wo* and her only surviving officer. Upon Sub-Lieutenant Stanton devolved the organisation of the ship; and in her final action he served as a member of the volunteer 4-inch gun crew who fought their weapon with steadfast courage in the face of overwhelming odds.

The KING has been graciously pleased to approve the award of the VICTORIA CROSS to:

The late Temporary Lieutenant Thomas Wilkinson, Royal Naval Reserve.

On 14th February, 1942, HM Ship *Li Wo*, a patrol vessel of 1,000 tons, formerly a passenger steamer on the Upper Yangtse River, was on passage from Singapore to Batavia. Her ship's company consisted of eighty-four officers and men, including one civilian; they were mainly survivors from His Majesty's Ships which had been sunk, and a few from units of the Army and the Royal Air Force. Her armament was one 4-inch gun, for which she had only thirteen practice shells, and two machine guns.

Since leaving Singapore the previous day, the ship had beaten off four air attacks, in one of which fifty-two machines took part, and had suffered considerable damage. Late in the afternoon, she sighted two enemy convoys, the larger of which was escorted by Japanese naval units, including a heavy cruiser and some destroyers. The Commanding Officer, Lieutenant T. Wilkinson, RNR, gathered his scratch ship's company together and told them that, rather than try to escape, he had decided to engage the convoy and to fight to the last, in the hope that he might inflict damage upon the enemy. In making this decision, which drew resolute support from the whole ship's company, Lieutenant Wilkinson knew that his ship faced certain destruction, and that his own chances of survival were small.

HMS *Li Wo* hoisted her battle ensign and made straight for the enemy. In the action which followed, the machine guns were used with effect upon the crews of all ships in range, and a volunteer gun's crew manned the 4-inch gun, which they fought with such purpose that a Japanese transport was badly hit and set on fire.

After a little over an hour, HMS *Li Wo* had been critically damaged and was sinking. Lieutenant Wilkinson then decided to ram his principal target, the large transport, which had been abandoned by her crew. It is known that this ship burnt fiercely throughout the night following the action, and was probably sunk.

HMS *Li Wo*'s gallant fight ended when, her shells spent, and under heavy fire from the enemy cruiser, Lieutenant Wilkinson finally ordered abandon ship. He himself remained on board, and went down with her. There were only about ten survivors, who were later made prisoners of war.

Lieutenant Wilkinson's valour was equalled only by the skill with which he fought his ship. The VICTORIA CROSS is bestowed upon him posthumously in recognition both of his own heroism and self-sacrifice, and of that of all who fought and died with him.

As can be seen by the above, by merely perusing the *London Gazette* additional information can be gleaned. In fact, in this example, the complete story is revealed.

The Public Record Office at Kew, Richmond, London has a wealth of information regarding naval actions and gallantry awards. The series of files which I have found offer most scope are ADM.1 and ADM.116 there are files coded 85 which cover Honours and Awards and many others which will supply background material. It is well worthwhile spending time looking through the indices of all the ADM series (and in the case of George Medals and British Empire Medals the AIR.2 series). As an example of the files at the Public Record Office within the index for ADM.116 there are a number of pieces (or files) which deal with specific actions. The Malta Convoy, code name Harpoon, is covered by ADM.116.4632 and contains details of the planning of the convoy, the provisional Admiralty *London Gazette* entries for the *London Gazette* dated 22 September 1942, reports on various aspects of the Convoy and evaluation of the results. The file also contains recommendations for Decorations and Mentions in Despatches. The recommendations contain the following information, Name of Ship,

Full Christian Names, Rank or Rating, Official Number and Port or Division, whether already Decorated, whether already Mentioned in Despatches, Whether the Award is Immediate, Operational or Periodic and Particulars of the Reasons for the Recommendations.

To take an individual case of an award of a Distinguished Service Medal for operation Harpoon the recommendation for Charles Ephraim Buddin, Sick Berth Petty Officer, HMS *Cairo* is for an Operational Award and reads as follows: 'During 14th June, *Cairo* was in action with strong enemy air forces, and on 15th June was engaged with a superior enemy surface force. On 14th June Sick Berth Petty Officer Buddin showed skill and devotion to duty in tending the wounded and on 15th June, when severely wounded in the surface action, showed unselfishness in requesting the Medical Officer to leave him until all other wounded had been attended to.' By searching at the British Museum's Newspaper Library at Colindale, London, the severity of Buddin's wounds were revealed. In the *Portsmouth Evening News* of 2nd June 1962 the following news item was found referring to the award of an MBE:

Convoy Hero now an MBE after losing a leg and gaining the Distinguished Service Medal, in a Malta Convoy action in 1942 Mr C. E. Buddin was invalided out of the Royal Navy in 1944. A regular service man, he joined the Navy in 1920 and would normally have been discharged in 1942. Soon after being invalided out he moved to Portsmouth as Assistant Secretary to the Local Committee of the Royal Naval Benevolent Trust, taking up his present appointment eight years later. A founder member of the Board of Management of BLESMA Home, Southsea, Mr Buddin, by virtue of his position, serves on a number of voluntary welfare committees in Portsmouth.

To return to ADM.116.4632, part of the report from the Commodore of the Convoy, Commander J. P. W. Pilditch RN Retd reads as follows: 'At dawn on the 15th June an enemy surface force was sighted on the port bow and about 10 miles distant. In the dim light I estimated the force to consist of 2 large cruisers presumably 8", 2 small 6" cruisers and 4 or more large destroyers, all with a speed of about 37 knots. *Cairo* immediately took all the destroyers in to attack and told me to take charge of the convoy and turn away. The Italians opened fire at extreme range and salvos immediately fell close to the convoy.'

Another example of a Distinguished Service Medal recommendation for Operation Dragoon, Public Record Office reference ADM.116.5156 *London Gazette* 24th March 1945, is to Leading Seaman Edward Smith and reads as follows:

Smith's L.C.A. 220, had to land French Commandos on a rocky point at Cape Negre Southern France 15th August 1944. Before touching down, opposition was experienced, flares being lighted and fire opened up from the Cape. Craft was immediately put on to the rocks to ensure landing of troops. Craft was damaged. After troops had disembarked, crew took cover. 25 minutes later, crew attempted to refloat craft. Smith and Acting Leading Seaman (C.O.) George Thomas Chedzey Official Number D/JX 206279/00 went into the water to assist re-floating craft which by now had only one propeller. Fire was again opened up on them and when the craft was ultimately floated, only Chedzey was recovered. Smith was last heard to shout 'Carry on, I can swim.'

I consider that Smith is deserving of an award for he has shown exemplary skill, courage and devotion to duty in all the operations in which he has participated.

This last act of his is one worthy of the Service and it is regretted that he has to be reported missing.

A further report in the file adds the following postscript to the story:

EDWARD SMITH, ACTING LEADING SEAMAN, C/JX176875,

H.M.S. "PRINCESS BEATRIX" - REPORTED MISSING FROM
OPERATION "DRAGOON"

The above rating was reported missing from H.M.S. "PRINCESS BEATRIX" during Operation "DRAGOON" in my report of proceedings dated 16th August 1944.

2. He was taken prisoner by the Germans during the afternoon of 15th August and subsequently, on the 16th, was imprisoned in Fortress of Toulon for 9 days, being liberated by the French when Toulon was captured.

3. He made a full statement to the Intelligence Officer, Naples on the 25th. Copy of signal made is attached.

Unfortunately the full statement that Smith made is not present in the file but one day it may come to light in an associated file.

As can be seen from these examples there is ample scope for in depth research within the files at the Public Record Office, it has to be remembered however, that unless a reference is known a great deal of time and effort has to be expended and even then success cannot be guaranteed. As an example the withdrawal of Allied Forces from Dunkirk in 1940 is in the index under the code name, used at the time, Dynamo (ADM.116.4504 and ADM.116.4649). The indices should be carefully searched and cross references sought out and followed, there are of course fellow researchers who can give advice but their time is valuable to their own work and should only be encroached upon with care.

In some cases a rewarding method of research is reliance on published works. Knowing that Able Seaman J. S. Vine served on HM Submarine *Torbay* and wishing to expand on the *London Gazette* entry of 'For courage, skill and coolness in successful submarine patrols', by referring to *Geoffrey Keyes V.C.* by Elizabeth Keyes in the chapter dealing with Geoffrey Keyes' raid to attempt to capture General Rommel the following passages were found.

It was by now very rough and unpleasant, with a big swell running. *Torbay* closed the beach, leaving *Talisman* to keep watch to seaward. When rehearsed in normal conditions, each submarine had been able to land her twenty-five or so men in about an hour; but on this night it was another story.

Lieutenant Tommy Langton, one of the *Torbay's* two folbot officers, says:

There was one moment none of us will ever forget. It was as we were closing the beach in *Torbay*. We were on the forward casing of the submarine, blowing up the dinghies and generally preparing. We could just see the dark coast line ahead. We had been told that Haselden would be there to meet us, but I think no one really believed that he would. He had left Cairo quite three weeks before, and during the interval there had been several changes of plan . . .

When the darkness was suddenly stabbed by his torch making the looked for signal there was a gasp of amazement and relief from everyone - in other circumstances it would undoubtedly have been a spontaneous cheer.

Haselden stood on the beach flashing the agreed signal, and Lieutenant Ingles launched his canoe and with Corporal Severn paddled ashore to see if all was well. When he came back to report, his canoe was smashed against the submarine's hull, but he got back on board safely.

The rubber dinghies had been passed up through the forward hatch. The stores, in sealed waterproof containers, were lashed into them and they were inflated by foot pump. There was only one wire stay running fore and aft on the

deck of the submarine, and the men, who were lined up two by two on the forward casing, had to hold on to this with one hand – and prevent their dinghies sliding off the deck with the other. They managed all right until *Torbay* trimmed down to launch the boats, and then a sea came aboard and swept several dinghies overboard. Lance-Corporal Denis Coulthred (Royal Scots), Geoffrey's body-guard and batman, grabbed his boat with one hand and the safety-line with the other, with the result that his arm was temporarily pulled out of joint, but he held on.

Corporal Hughes was sitting in his inflated dinghy tying in some gear when the wave came. Langton and the others tried to grab him but failed, and as he went they heard him say rather plaintively: 'I can't swim much.'

He vanished into the darkness, clinging to the dinghy. He was relieved to find that his two Mae Wests kept him afloat – plus about 40lb of ammunition. Hughes adds:

I grabbed hold of a dinghy, clambered in, caught another one and tied the two together and felt quite safe. One dinghy is difficult enough to handle, two together are hopeless. I could see the sub, but the more I paddled the further I seemed to drift away. After what seemed an hour, but which may have been only a few minutes, the current took me near the sub, I called out, and they threw me a rope.

Colonel Keyes praised me for saving the dinghies when I had only been thinking of my own safety. The rest of the party had been saying: 'Poor old Spike, fancy getting wiped out like that'.

Torbay nosed about until she had recovered the rest of the boats. When found they were retrieved by Lieutenant Tommy Langton and Able Seaman James Vine. These two spent the next six hours swimming about collecting rubber dinghies, and must have dived in fifty times bringing boats back and helping men up again. Vine was terrific; he had bright red hair and a wonderful sense of humour. Sense of humour was rife that night, and there were a lot of laughs at the unfortunates who kept upsetting – laughs in which they joined themselves. One of the men who had been swept overboard was found to have strained his knee rather badly, so he and his mate were left behind. In spite of laughing at each other's misfortunes, there was a real sense of urgency, and to quote Commander Miers' report:

They were quite undaunted by the setbacks experienced, and remained quietly determined to get on with the job.

He was full of admiration for their 'pluck and determination under strange and even frightening conditions'.

The first seven rubber boats were launched with only a few spills and got ashore, with Geoffrey and Coulthred leading the way in the first boat, When Lieutenant Roy Cooke's turn came to launch, he and his partner 'took a flying jump at their rubber dinghy, successfully landed astride, and paddled off into the dark, chuckling merrily'. The remainder had a tough job; it took about six hours altogether, everybody soaked through all the time. One man would get in safely; but when the second tried, the wretched thing would tip up, and down they both would go.

Torbay's first lieutenant, P. C. Chapman, RN, a young lad of about twenty or twenty-one (awarded the DSC for his part in the evacuation from Crete), was in charge of the launching operations. 'He worked like a black with the utmost skill

and coolness and never lost his grip of the situation.'

Further interruptions were caused by the drift eastwards while *Torbay* endeavoured to regain position. The swell was increasing, so Commander Miers brought *Torbay* in close to the spit at the west end of the bay, and thus obtained a slight lee.

Corporal Hughes was relieved to find, when his turn came to launch, that his dinghy was 'as steady as a whale boat'; but the last remaining boat gave more trouble than all the others, capsizing three or four times before it got away. This was probably because it was rather heavily loaded with magazines and ammunition.

Bombardier Dunn, the Bren-gunner whose job was to cover the re-embarkation from the beach, was washed out of his boat five times, and almost all of them broached-to in the surf as they came in to land on a lee shore.

One thing that amused the men was that, although the Colonel had warned them all in his lecture that the first man to light a cigarette on shore was to be shot out of hand, the first thing to be seen was a huge bonfire in the old fort on the beach that had been lit for their special benefit. They found Geoffrey and Coulthead waiting to help them drag their boats up. Geoffrey had thoughtfully brought a quart bottle of rum with him, which he handed round to 'needy cases', for it was a bitterly cold night. They deflated their rubber boats so that they could be stowed, and gathered round the fire to dry themselves.

By the time that the last of the men had got ashore, *Torbay's* deck party were battered and exhausted. It says much for the determination and good seamanship of all concerned that none of the laden men were swept away and drowned.

Lieut-Commander Miers, who was himself awarded a bar to his DSO for his part in the proceedings, and the following year won the VC for a raid on shipping in a defended enemy harbour, recommended Able Seaman James Sydney Vine and William Hammond for the DSM. They had both shown outstanding courage and were completely exhausted at the finish. Vine in particular was badly bruised and battered, injured in the head, and had his back cut by boat ropes; however, nothing would persuade him to go below for medical attention until the last boat was successfully launched. He remained indomitably cheerful throughout (he was even cheerful at Crete, and that must have taken some doing). He had an unforgettable personality, had 'Ginger' Vine, and his contributions to the success of the party were gratefully remembered by the men he righted, rescued, and encouraged.

Commander Miers reported:

The seaman like qualities he displayed were all the more remarkable considering that he was a Kentish market gardener by trade - in fact a 'Hostilities Only' man, and the *Torbay* was his first submarine.

There are of course many other avenues of research and discovery available, and I hope that this book will encourage the bringing to life of the awards of the Distinguished Service Medals to the gallant men listed on the following pages.

DSM Recipients

1939-1946

when buried in the debris of a bombed house at Dunkirk; an act of bravery which earned special commendation from the Colmander-in-Chief, BEF.

DIG 9.8.1940 p4920

- Able Seaman William George Edward Burrows, C/JX.154411, HMS *Pembroke*.

For bravery and devotion to duty in certain of HM trawlers employed on the coast of Norway.

DIG 16.8.1940 p5060

- Mr James Nicholson, 2nd Engineer, RNR, X.5929ES, HMS *Arab*.
- Mr William McCullum, 2nd Engineer, RNR, X.395E/T.
- Stoker 1st Class Joseph Henry Dyer, LT/KX.101710, HMS *Aston Villa*.
- Stoker 1st Class Thomas Meikle Hughes, LT/KX.105701, HMS *Aston Villa*.
- Seaman Robert George Mackenzie, RNR, X.7448/C.
- Seaman Andrew Morrison, RNR, X.9456/B.
- Seaman Charles Newman, RNR, HMS *Arab*.
- Seaman William Henry Wilson, 1524462.
- Telegraphist D. E. Crowsley, CWRX.1241.

For courage and resource in the withdrawal of troops in the neighbourhood of Le Havre.

DIG 16.8.1940 p5060

- Able Seaman Samuel John Saunders, P/J.45304.

For good services in the withdrawal of the Allied Armies from the beaches at Dunkirk.

LG 16.8.1940 pp5064/8

Bar to the Distinguished Service Medal

- Acting Petty Officer Leonard Charles Curd, C/JX.155644, HMS *Skoot Hilda*.
- Leading Seaman Douglas Nicholas, D/JX.137869, HMS *Cudington*.
- Able Seaman Arthur Victor Johnson, P/J.24734.

The Distinguished Service Medal

- Chief Petty Officer Albert William Cobley, C/J.22075, HMS *Speedwell*.
- Chief Petty Officer Ernest George Dewey, C/J.104364, HMS *Sabre*.
- Chief Petty Officer Arthur Henry Herbert Gutsell, P/J.28475, HMY *Thele*.
- Chief Petty Officer Rowland Evan Lines, C/JX.142401, HMS *Malcolm*.
- Chief Petty Officer Percy Simeon Thomas Munn, C/J.10033, HMS *Royal Eagle*.
- Chief Petty Officer Stanley Freeman Piggott, P/J.15784, HMS *Habe*.
- Chief Petty Officer Reginald Frank Tupper, P/J.94060, HMS *Icarus*.
- Chief Petty Officer Francis Withington, C/J.8739, HMS *Worcester*.
- Chief Yeoman of Signals Fred Laister, C/J.69665, HMS *Arab*.
- Chief Engine Room Artificer Redvers Woodhead Atkinson, C/ML.47004, HMS *Malcolm*.
- Chief Engine Room Artificer George Bertram Head, P/ML.34498, HMS *Leda*.
- Chief Engine Room Artificer Andrew Millar McOwan, C/ML.18445, HMS *Sabre*.
- Chief Engine Room Artificer Francis Henry Patrick, C/ML.14987, HMS *Vanquisher*.
- Chief Engine Room Artificer Sidney Arthur Wilkins, P/M.18465, HMS *Worcester*.
- Chief Mechanician 2nd Class Frederick Arthur Ford, P/K.21534, HMS *Whippingham*.
- Chief Stoker Martin Gallon, P/K.59221, HMS *Havant*.
- Chief Stoker Horace Frederick Goddard, P/KX.95692, HMS *Icarus*.
- Engine Room Artificer 1st Class Charles Henry Andrew, D/M.28768, HMS *Salamander*.
- Engine Room Artificer 3rd Class George William Hymas, P/MX.49826, MTB 102.
- Engine Room Artificer 4th Class Eric Matt Horne, C/MX.62572, HM Skoot *Doggersbank*.
- Engine Room Artificer 4th Class Joseph Edric Whitenstall, P/MX.57728, HMS *Winchelsea*.
- Engine Room Artificer 1st Class James Barton, RNR, Portsmouth 32EE, HMS *Express*.
- Electrical Artificer 1st Class Kenneth Simpson, C/MX.45564, HMS *Wolsey*.
- Petty Officer Hyacinth Alec George Adam, P/JX.131408, HMS *Esk*.
- Petty Officer Harold Beasley, C/J.93287, HMS *Sutton*.
- Petty Officer Henry George Coalbran, P/JX.127274, HMS *Princess Elizabeth*.
- Petty Officer John Collins, P/J.90457, HMS *Leda*.
- Petty Officer George Albert Coussens, P/J.7788, HMS *Dwarf*.
- Petty Officer Maurice William Crisp, P/J.100655, HMS *Express*.
- Petty Officer Alfred Ernest Crossley, C/J.103237, HMS *Medway Queen*.
- Petty Officer Edward William Higgs, C/JX.133416, HMS *Gossamer*.
- Petty Officer Walter Alfred Reginald Hooper, D/JX.142642, HMS *Malcolm*.
- Petty Officer Henry Joseph McAllister, C/J.16046, HMS *Medway Queen*.
- Petty Officer Ernest Richard Meredith, P/J.95625, HMS *Vivacious*.
- Petty Officer James Owen Paget, P/JX.129854, HMS *Vimy*.
- Petty Officer Frederick William Parker, C/J.84930.
- Petty Officer James Potts, D/J.92186, HM Skoot *Hondsrug*.
- Petty Officer Cecil Kenneth Souster, D/J.102935, HMS *Whitehall*.
- Petty Officer Joseph William Fred Tibbles, P/J.108799, HMS *Icarus*.
- Petty Officer Leonard Bertram Kearley-Pope, RNR, D.5762, HMS *Mona's Isle*.
- Acting Petty Officer Herbert Henry Smith, P/JX.125648, HMY *Caryanda*.
- Acting Petty Officer Ernest Wilfred Spickett, JX.128246.
- Acting Petty Officer Ernest Francis Standley, C/JX.137068, HMS *Keith*.
- Yeoman of Signals James Collins, C/J.69513, HMS *Lynx*.
- Yeoman of Signals Alfred Charles Halls, C/JX.129457, HMS *Malcolm*.
- Stoker Petty Officer George Albert Aitchison, C/K.61056, HMS *Sabre*.
- Stoker Petty Officer Charles William Donnelly, D/K.59925, HMS *Bideford*.
- Stoker Petty Officer Thomas Rochford, D/K.61034, HMS *Salamander*.
- Stoker Petty Officer John Henry Salmon, D/K.66881, HMS *Halcyon*.

- Stoker Petty Officer William Edward White, C/K.64353, HMS *Mosquito*.
- Acting Stoker Petty Officer James William Carr, D/K.63042, HMS *Jaguar*.
- Acting Stoker Petty Officer Albert George Dollery, P/KX.80017, HMS *Sutton*.
- Petty Officer Steward John Lysaght, D/L.13388, HMS *Havant*.
- Leading Seaman David Anderson, C/J.107567, HMS *Vanquisher*.
- Leading Seaman Clive Frederick Mane Cooper, C/JX.137062, HMS *Niger*.
- Leading Seaman John William Flattery, P/JX.131896, HMS *Worcester*.
- Leading Seaman Arthur Charles Godden, P/JX.129206, HMS *Worcester*.
- Leading Seaman Willie Hagger, P/J.95873, HM Skoot *Patria*.
- Leading Seaman Stanley Robert Holden, C/J.106164, HMS *Speedwell*.
- Leading Seaman Eldric Ivan John Alfred Gent Joplin, C/JX.138400, HMS *Keith*.
- Leading Seaman Walter George Harold Last, P/JX.132139, HMS *Winchelsea*.
- Leading Seaman Reginald William Legg, D/J.107221, HM Skoot *Twente*.
- Leading Seaman Frederick Martindale, P/JX.136855, HMS *Vimy*.
- Leading Seaman Hugh James Spanton, C/J.114468.
- Leading Seaman Murdo Macleod, RNR, 5849D, HMS *Skipjack*.
- Leading Seaman James Sowerby, C/JX.109521, RFR, B.24702, HMS *Malcolm*.
- Acting Leading Seaman Dennis Philip Arthur Gilbert, C/JX.151519, HMS *Wolsey*.
- Acting Leading Seaman John Mountain, P/JX.142248, HMS *Express*.
- Acting Leading Seaman Mansell Richard Powell, P/SSX.15191, HMS *Esk*.
- Leading Signalman Edwin Charles Atkins, P/JX.152931, HMS *Ross*.
- Leading Stoker George Alfred Browne, D/KX.81441, HMS *Shikari*.
- Leading Stoker Fred Stables, C/KX.84191, HMS *Grenade*.
- Leading Stoker William Alfred Stanley Horne, RFR, Motor Launch *Mermaid*.
- Acting Leading Stoker Frank Putt, D/KX.84370, HMS *Albury*.
- Leading Steward Bertie Lawrence, P/L.12007, HM Tug *St. Abbs*.
- Able Seaman George Henry Baker, D/SSX.27349, HM Skoot *Twente*.
- Able Seaman Arthur Dane Trevor Benyon, D/JX.142424, HMS *Salamander*.
- Able Seaman Ernest Fenton, P/JX.145044, HMY *Bounty*.
- Able Seaman Jeremiah Fleming, D/JX.140199, HMS *Glengower*.
- Able Seaman Harold Fletcher, C/J.99712.
- Able Seaman Charles Lawrence Montagu Foster, C/JX.135628.
- Able Seaman J. L. Fraser.
- Able Seaman George Friend, C/J.95190, HMS *Crested Eagle*.
- Able Seaman Robert Houghton Fry, C/JX.144641.
- Able Seaman George Leslie Edwin Godfrey, C/JX.144633, HM Skoot *Hilda*.
- Able Seaman William Charles Grainger, C/SSX.22139.
- Able Seaman George Arthur Hall, C/J.43442, B.21047.
- Able Seaman Holborn Gerald Hayles, C/JX.140933, HMY *Bounty*.
- Able Seaman Cecil Arthur Leonard Hirschfield, C/J.100099, HMS *Mosquito*.
- Able Seaman Clarence Edward Jarnet, D/J.95955, HMS *Halcyon*.
- Able Seaman Harold Albert Keeling, D/SSX.17807, HMS *Jaguar*.
- Able Seaman James Thomas Kesby, C/J.87250, HMS *Speedwell*.
- Able Seaman Frank William Knight, P/J.102492, HMS *Impulsive*.
- Able Seaman Robin Lancaster, C/JX.129630.
- Able Seaman Walter Frank Lunn, P/JX.166227, HMY *Ankh*.
- Able Seaman John McDonald, D/JX.173583, HMS *Codrington*.
- Able Seaman William James Morris, P/JX.126097, Newhaven, Life Boat *Rosa Wood & Phyllis Lund*.
- Able Seaman George Frederick Nixon, C/SSX.12961.
- Able Seaman Samuel Palmer, D/JX.148052, Motor Yacht *Maid Errant*.
- Able Seaman George Pasmore, P/J.96339, HMS *Scimitar*.
- Able Seaman Thomas William Schofield, P/J.26827, HMY *Caryanda*.
- Able Seaman Thomas Douglas David Sones, C/JX.145091.
- Able Seaman Albert Richard Carver Stephens, P/JX.131369, MTB *102*.
- Able Seaman John Doig Stewart, C/SSX.20706.
- Able Seaman Leo Frederick Strand, C/J.69009, Motor Boat *275*.
- Able Seaman Frank Stroud, P/SSX.15110, HMS *Express*.
- Able Seaman John William Swales, C/JX.152505.
- Able Seaman Frank Willcox, D/SSX.16241, HMS *Codrington*.
- Able Seaman Albert Thomas Williams, P/JX.154589, HMS *Icarus*.
- Able Seaman Samuel John Williams, D/J.100798, HMS *Codrington*.
- Able Seaman Eric Bradley Wilkinson, C/JX.152120, HMS *Keith*.
- Able Seaman James Pearce Clare, RFR, C/J.99666, HMS *Ivanhoe*.
- Able Seaman George Edward Davies, RFR, C/J.86552, HMS *Keith*.
- Able Seaman Carl Leonard Fletcher, C/SS.10579, RFR, D.941.
- Able Seaman Gerald Arthur Douglas Rooke, RNVR, P/SD/X.1581, HMS *Express*.
- Acting Able Seaman Albert Edward Mellis, C/LDX.5187, HM Transport *Nephrite*.
- Signalman Frederick Froggatt, C/JX.144084, HMS *Fitzroy*.
- Signalman William Hicks, D/JX.144358, HMS *Shikari*.
- Signalman Richard Franklyn Jones C/JX.144282.
- Signalman Dick Minter, C/JX.155114, HMS *Fitzroy*.
- Signalman Joseph Mulheron, C/JX.133241.
- Signalman Ernest Renfree Robinson, C/JX.145689.
- Signalman Donald Wallace Simmonds, C/JX.133346.
- Signalman Arthur Waters, C/JX.142009.

- Signalman Ernest Reginald Savidge, RNVR, P/LD/X.5433.
- Telegraphist John Greer Graham, P/SSX.17539, HMS *Walsey*.
- Stoker 1st Class Douglas Thomas Banks, C/KX.86174, Motor Boats *Pauleteer* and *Marasole*.
- Stoker 1st Class Frederick Frank Beer, C/KX.86684, HMS *Kingfisher*.
- Stoker 1st Class Brian Gaughan, C/KX.79268, HMS *Saltash*.
- Stoker 1st Class William Stephen Grimmit, C/KX.90969, HMS *Malcolm*.
- Stoker 1st Class Reginald Arthur Powling, C/K.52210, HMS *Sabre*.
- Stoker 1st Class Henry Joseph Thompson, D/KX.93732, HMS *Salamander*.
- Stoker 1st Class Walter Albert Worman Ward, C/KX.97894, HMS *Fitzroy*.
- Cook Albert Victor Hockin, D/MX.58549, HMS *Bideford*.
- Sick Berth Attendant Stanley John Lively, C/SBR.X.8022.
- Engineman William Hunter Kennedy, RNR, X.369EU, HM Drifter *Dorienta*.
- Engineman Harry Spicer Sharman, LT/KX.105182, HM Drifter *Boy Roy*.
- Engineman Aubrey August Storr, RNR, X.6082, HM Drifter *Feasible*.
- Ordinary Seaman Frederick William Garrott, C/JX.172487.
- Ordinary Seaman Gordon Harry Hawkins, C/JX.168509, HMS *Fitzroy*.
- Ordinary Seaman George Park, D/JX.170122, HMS *Shikari*.
- Ordinary Seaman Theo Norman Pasfield, P/JX.176952, HMS *Ross*.
- Ordinary Seaman Jack Randle, P/JX.182172, HMS *Llanthony*.
- Ordinary Seaman James Frederick Shiret, C/JX.168490, HMS *Kellett*.
- Ordinary Seaman Vincent Wakeham, P/JX.194588, HM *Stout Amazone*.
- Seaman Samuel William George Bauldry, LT/JX.181750, HM Drifter *Yorkshire Lass*.
- Seaman William Omar Blowers, LT/JX.181818, HM Drifter *Midas*.
- Seaman George Guyan Mearns, LT/JX.179790, HM Drifter *Gula*.
- Seaman Joseph Allen Peters, LT/JX.180429, HM Drifter *Golden Sunbeam*.
- Seaman William Beer, RNR, X.20873A, HMS *Codrington*.
- Seaman William Tilley Elmslie, RNR, X.19014A, HMS *Dundalk*.
- Seaman Allan Morrison, RNR, X.7184C, HM Drifter *Jeanie McIntosh*.
- Seaman Kenneth Roy Olly, RNR, X.20348A, HMS *Medway Queen*.
- Seaman Frederick Herbert Wyatt, RNVR, LD.9/1806, HMY *Alouette II*.
- Ordinary Signalman William Arthur Denny, TD/X.1790, HMY *Bounty*.
- Stoker John Joseph Collins, LT/KX.105201, HM Drifter *Yorkshire Lass*.
- Stoker Thornley Coltman, C/KX.88357.
- Stoker Frank Anthony Tyler, R/K.61614, HMS *Scimitar*.
- Stoker John Joseph Williamson, P/KX.76409, HMS *Vinacious*.
- Stoker Reginald Whiteley, LT/KX.100149, HM Drifter *John and Norah*.
- Assistant Cook (O) Thomas Henry Ward, C/MX.59579, HMS *Gossamer*.
- Seaman Cook Reginald George Arthur Remblance, LT/JX.181854, HM Drifter *Golden Gift*.
- Second Hand Charles Bruce Adams, LT/JX.173276, HMT *John Cattlin*.
- Second Hand James Bettess, LT/JX.187267, HM Drifter *Midas*.
- Second Hand John William Crawford, LT/JX.173174, HM Drifter *Swift Wing*.
- Second Hand Herbert Cuthbertson, LT/JX.1858584, HM Drifter *Shipmates*.
- Second Hand Sydney Rose, LT/JX.185667, HM Drifter *Paxton*.
- Fireman William Frederick Mitchell, T.124, HMS *Queen of Thanet*.
- Fireman Stoker Godfrey Ernest Baker, T.124, HMS *Princess Elizabeth*.
- Fireman Trimmer Thomas Nieva, T.124, HMS *Glengower*.
- Coxswain Edward J. S. Woodhead, T.124, HM Danlayer *Gulzar*.
- Deckhand Peter Blake, T.124, HM Danlayer *Gulzar*.
- Boy 1st Class George Albert Furzer, D/JX.158564, HMS *Jaguar*.
- Skipper G. D. Olivier, Motor Yacht *Marsayru*.
- Quartermaster Henry Russell, HM Transport *Maid of Orleans*.
- Quartermaster Clarence Jack Walkey, HM Hospital Carrier *St. Helier*.
- Chief Steward Thomas Edward Manser, HM Transport *Royal Sovereign*.
- Merchant Navy Gunner George Knight, HM Transport *Levenwood*.
- Lewis Gunner T. W. Watson, HM Transport *Dorrien Rose*.
- Able Seaman John Fowles, HM Hospital Carrier *Isle of Guernsey*.
- Able Seaman Donald Joseph McKinnon, HM Transport *King George V*.
- Able Seaman J. O'Rawe, HM Transport *Dorrien Rose*.
- Ordinary Seaman William Charles Barnett, SS *Dorrien Rose*.
- Seaman Thomas Gribbin, HM Transport *Tymwald*.
- Seaman Harry Griffith, HM Tug *Java*.
- Fireman A. Gilson, HM Transport *Dorrien Rose*.
- Fireman Robert Moody, HM Transport *Levenwood*.
- Donkeyman Albert Delamain, HM Transport *Royal Daffodil*.
- Deckhand William Charles Absalom, SS *Queensland*.
- Deckhand Mark Charles Haines, SS *Queensland*.
- Engineer Albert Ferris, HMY *Bounty*.
- Yacht Engineer F. Barter, HMY *Ankh*.
- Boy Frederick William John Rusby, HM Transport *Prague*.
- Sub-Officer Aubrey John May, London Fire Brigade, Fire Float *Massey Shaw*.
- Canteen Manager Alfred Harris, HMS *Albury*.
- Mr A. D. Divine, Motor Boat *Little Ann*.
- Mr Basil Arthur Smith, Motor Boat *Constant Nymph*.

For good services in operations off the Dutch, Belgian and French Coasts.

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- Chief Petty Officer Henry George Dean, C/J.28737, HMS *Vimiera*.