

**John Grayston, Engineer, Romford Gas Company.**

**Bertie Vincent Poole, Shift Foreman, Romford Gas Company.**

When bombs were dropped near a group of gasholders, fragments penetrated in several places, and the return main was fractured. The escaping gas from some of the fractures was ignited and, as unconsumed gas was escaping from other fractures, there was a grave possibility of a serious explosion.

With complete disregard for their personal safety, Grayston, who had been blown to the ground with the force of the explosion, and Poole, entered the blazing premises. This entailed passing over a timber platform fifteen feet above the ground, which was actually on fire. Grayston and Poole succeeded in closing the main inlet and outlet valves of the damaged purifiers and thus the Fire Brigade were able to deal with the fire on the premises without danger from escaping gas. When Grayston and Poole had finished this operation their clothes were on fire.

Fragments from the second bomb pierced a gasholder in over twenty places and more than half of these ignited. Grayston, accompanied by two labourers, ascended the gasholders and, working from ladders, succeeded after many attempts in extinguishing all ignited gas and stopping the leaks in the two holders. In the course of this work, Grayston fell into the tank of the larger of the holders and was dragged out by one of the workmen.

Repair work was continued under the leadership of Grayston and Poole throughout the night and during most of the time aircraft were overhead, bombs were being dropped and gunfire was almost continuous.

**Captain J. W. K. Hall, Assistant Mooring and Wreck Raising Officer, Port of London Authority.**

A vessel, while under salvage operations in low water, was approached by enemy planes flying at a height of about 2,000 feet, two of which dived to within 500 feet of water level, releasing bombs which damaged the ship. Other bombers approached and one of their bombs fell into an aft hatchway.

Captain Hall was on deck in the bows when the ship was first attacked. He made his way through the dropping bombs and machine-gun fire to warn the ship's officers and company. Thereafter throughout the attacks Captain Hall displayed steadfast resolution and actively assisted in continuing salvage operations.

**Ernest Haskey, Acting Bricklayer's Handyman, London and North Eastern Railway, London, N.**

When incendiary bombs were dropped on an Oil Gas Works they were promptly and successfully dealt with by the Gas Works staff. One, however, fell between two cylindrical oil tanks, containing highly inflammable liquid, and set fire to the timber bearings of the tanks, and also to the paint on the side of the tanks. This fire was extinguished by Labourer Haskey, who, without regard to his own safety, crawled between the tanks with sand.

**Edward Ernest Hayes, 3rd Class Clerk, A.R.P. Sub-Control Office, Port of London Authority.**

**Edward John Power, Permanent Labourer, Port of London Authority.**

E. E. Hayes, acting as sub-control officer, and E. J. Power, one of the fire pickets, volunteered with a fire party to go on board a vessel lying at a Dock Quay, to attend injured men pending the arrival of the first aid party.

Their action was performed in circumstances of extreme danger, for the crew's quarters were on fire. The rescuers were fully aware that there was risk of the fire spreading and causing an explosion, but they removed the injured men to a place of safety. The prompt and brave action of the fire picket saved at least six of the casualties from being burned to death. Their work was still further hampered by the air raid which was in progress. The A.F.S. eventually arrived and extinguished the fire.

**Frederick John Hopgood, Master, Tug, Dover Harbour Board.**

During an air raid on Dover the Tug was one of a number of vessels moored alongside a jetty. When the bombing ceased Hopgood went on board a craft lying alongside to assist in tending a wounded man. By this time the three vessels which lay abreast alongside the jetty, the Tug being in the middle, were in danger from burning oil. The outermost of the three vessels could not be moved under her own steam, her engines being disabled, and Hopgood, aided by his Engineer and the Tug's Boy, as well as by some of the crews of other vessels, managed after considerable difficulty to tow all three vessels clear from the danger area. His courage and ability, displayed at a time of danger and confusion, were instrumental in saving the three vessels which would probably otherwise have been lost.

**Charles Dudley Lindsey, Electrical Foreman, Port of London Authority.**

Heavy bombing by the enemy caused serious fires at a London Dock.

Lindsey, while not on duty, happened to be in the Dock and realised the danger to firemen arising from the playing of jets of water on the bare high-power electric cables spanning the roofs of the warehouses, some of which were on fire.

Without hesitation and while bombs continued to fall, he went to the roofs and by disconnecting the switches on the cable supports, cut off the power from the dangerous sections. This involved traversing about 300 yards of the roofs of the warehouses, some sections of which were on fire.

His action was performed under extreme difficulties and at great personal danger:

Michael McHugh,	} Port of London Authority Police.
Inspector.	
Douglas Barr,	
Constable.	
James Ellis Fletcher,	
Constable.	
Harry Patrick Odell,	
Constable.	
William Turner,	
Constable.	