

When a large force of enemy airplanes dropped H.E. and incendiary bombs on London Docks many fires were started endangering a Naval ammunition Magazine. Inspector McHugh and Constables Turner, Barr, Odell and Fletcher reached the Magazine by a fairway, 10 feet wide, between the flames and a corrugated iron shed. Having gained access the party were met with intense heat from the interior walls. They removed the ammunition by the use of a docker's truck and manhandled the cases to a place of safety. The operation occupied about half-an-hour and, besides preserving the ammunition, probably saved the lives of many families since large blocks of tenements were within 100 yards of the Magazine which might have exploded at any moment.

The action of these men was carried out in circumstances of extreme danger and without regard for their own safety.

Frank Edmund Marvell, Chief Engineer, S. Simpson Ltd., Stoke Newington.

On two occasions, when bombs were dropped on his firm's premises Marvell was the centre of all activities and a magnificent example to all the workers by his courage, initiative, endurance and good spirits. On the first occasion he led a rescue party to dwelling-houses opposite the factory, which were demolished and from which screams were coming. He himself dug away the debris and brought out many people. In particular he carried a woman of some 18 stone on his back from the debris to a shelter from which she was taken to hospital. He then immediately rushed up to the first floor, where fire had broken out, and initiated and organised the putting out of this fire with the aid of some men of the firm's A.F.S. He was then informed that a main water pipe was gushing out on the top floor and no one could stop it. He climbed through a partly demolished and dangerous part of the building to the top floor and hammered the water pipe flat.

On another occasion he again performed similar acts of bravery, bringing people from the wreckage of their houses. Water was penetrating to the shelters, and he made his way through debris and dangerous parts of the building to turn off the main power and the sprinkler valves. He sought out the points of greatest danger and in the greatest need of help, and immediately brought resourcefulness and effectiveness to bear, quieting any signs of panic or despair.

James Henry Norton,	} Port of London Authority Police.
Constable.	
Edward George Walker,	
Constable.	

Many dock buildings suffered direct hits from H.E. bombs and a large number of incendiary bombs started fires. Workshops were severely damaged and there were numerous casualties.

Good work was done by Walker and Norton, who conveyed casualties to hospital from the works. On arrival at the hospital they were blown by blast from a bomb through the doorway. They were not injured but suffered slight shock.

Later, while the raid was still in progress, volunteers to go to a damaged ship were

called for. Walker and Norton did so and again conveyed casualties to hospital. They displayed courage and devotion to duty on many occasions in treating air raid casualties and conveying them to safety.

Albert Edward Page, M.M., Valveman, Gas Light and Coke Co.

A very heavy bomb struck the side of a gasholder a few feet from the ground. The gas ignited and flames immediately shot out. Flying bomb splinters and pieces of shrapnel pierced the three nearest gasholders. In a second four holders, which are 600 feet in circumference and over 100 feet high were enveloped in sheets of flame. At the time gas was being manufactured and pumped into some of the holders ready for the next morning's supply.

Page realised that unless the flow of gas into the holders was stopped immediately, it might be too late, and the fire would spread disastrously. There was no time to get into his asbestos clothing, so seizing only a pair of leather gloves, he rushed down the line of fire between the blazing holders to turn off the valves.

The flames from the holder originally struck by the bomb were shooting out towards Page, enveloping the valves which had to be turned off. The heat was tremendous. Covering the back of his head and neck with his jacket he seized the red hot valve wheel and wrenched it round. The gloves protected Page's hands, but his wrists were burned. Darting from holder to holder he turned off the valves. Flames were already licking a fifth holder, but this was saved with the four others.

The heat from the flames was so great that it shattered the stone coping round one of the holders and pieces were flung into the air. Bombs were still falling and Page had just finished turning off the last valve when he was knocked out by a piece of debris. He was later found by his mates, who came out to look for him, on the far side of the holders.

As a result of Page's prompt and amazingly cool action the holders were saved and the Fire Brigades were able to subdue the outbreak.

George William Paveley, Road Roller Driver and Compressor Driver, Highways Department, Chelmsford Borough Council.

On two occasions Paveley assisted a Bomb Disposal Unit in the removal of unexploded bombs. On the first occasion he worked a pneumatic drill and compressor to cut through a concrete floor and excavated 10 feet down through the foundations of a house to the bomb. On the second occasion he again attended the compressor and worked a pneumatic drill down to two unexploded bombs of exceptionally large calibre which were found 18 feet below ground level. He also drove a steam roller by which these bombs were dragged out.

The use of a pneumatic drill for the removal of the bombs was essential and without Paveley's skilled assistance the removal in each case would have taken very much longer. The work involved great risk which he cheerfully and willingly accepted.