

a cramped and confined position, tunnelled through the wreckage until he found the woman who unfortunately was dead.

Sergeant Williams showed courage without thought for his own safety. Whilst he was tunnelling the wreckage was in imminent danger of collapsing and guns were still firing at enemy aircraft overhead.

#### COMMENDATIONS.

Those named below have been Commended for brave conduct in Civil Defence:—

Charles William Henry Boulter, Tinsmith and Maintenance Fitter, Folkestone Gas and Coke Company.

Thomas Edward Steward Gay, Senior Warden, Civil Defence Wardens Service, Hornsey.

Reginald George Henderson, District Superintendent, Folkestone Gas and Coke Company.

Ivan Frederick Ives, Senior Warden, Civil Defence Wardens Service, Wembley.

Frederick Lavender, Member, London County Council Heavy Rescue Service.

Charles H. Marsh, Party Leader, Civil Defence Rescue Service, Enfield.

Sidney Osborn, M.B., Ch.B., Medical Officer in charge of First Aid Post, Civil Defence Casualty Service, Ipswich.

William Edward Sweet, Sergeant, Sussex Special Constabulary.

Charles Dennis Wall, Assistant Engineer, Folkestone Gas and Coke Company.

The announcement relative to C. G. Miles on page 2679 of Gazette No. 36547 dated 10th June, 1944, is cancelled, the award of the B.E.M. having been already announced in Gazette No. 36312 dated 4th January, 1944.

#### CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

*25th July, 1944.*

The KING has been graciously pleased to give orders for the undermentioned appointment to the Most Excellent Order of the British

Empire, 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 an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire:—*

Captain Harrison Raven, Master.

The ship, sailing in company, was torpedoed and badly damaged. The Master ordered the passengers and the majority of the crew to the boats while he with nine of the crew remained on board. After examination he decided that there was a possibility of saving the ship so he recalled the boats and, steaming at half speed, reached an anchorage. The following day one of the bulkheads, which had been weakened by the explosion, was strengthened by stowing cargo against it and the ship continued the voyage under her own power. The passengers and a number of the crew considered unessential for the journey were landed. Bad weather developed with gales and high seas, but the ship, proceeding slowly, eventually reached port in spite of the dangers of further enemy attack.

Captain Raven displayed outstanding courage and skill throughout and it was due to his determination, judgment and leadership that the badly damaged ship was brought safely to port.

#### COMMENDATIONS.

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

William John L'Estrange Heppard, Esq., Chief Officer.

George Richard Knorring, Quartermaster.

Captain Evan William Owens (deceased), Master.

Captain Joseph Wilson, O.B.E., Master.

#### LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:

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1944

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