

Peter Tavoto, District Headman, British Solomon Islands Protectorate.

For services in connection with Military operations in the British Solomon Islands Protectorate and the Gilbert and Ellice Islands Colony.

COMMENDATIONS.

Those named below have been Commended for brave conduct.

When carrying out rescue work in coal mines:—

William Baker, Coal Hower, South Medomsley Colliery, Durham.

John Llewellyn Davies, Repairer, Carway Colliery, Carmarthenshire.

Willis Howard Edmunds, Fireman, Carway Colliery, Carmarthenshire.

When an explosion occurred in a factory:—

William Lang, Shop Manager, Ministry of Supply Factory.

William Ormerod Watson, Assistant Foreman, Ministry of Supply Factory.

When aircraft crashed and caught fire:—

Walter Bannister, Panel Beater, Fulham.

Roy Crow, Farm Worker, Dunmow, Essex.

Bertram Gordon, Tobacconist, Fulham.

John Walter Miller, Tractor Driver, Boreham, Essex.

George Morton, Farm Worker, Dunmow, Essex.

John Richardson, Leading Fireman, No. 32 (Sussex) Area, National Fire Service.

Miss Audrey Rootkin, Schoolgirl, Dunmow, Essex.

Henry Rootkin, Farm Stockman, Dunmow, Essex.

Albert Smith, Farm Worker, Dunmow, Essex.

John Pitts Windley, Schoolboy, Dunmow, Essex.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
26th September, 1944.*

The KING has been graciously pleased to give orders for the following awards of the George Medal and the British Empire Medal, and for the publication in the London Gazette of the names of the person specially shown below as having received an expression of Commendation for brave conduct in Civil Defence:—

Awarded the George Medal:—

Henry Walter Hook, Labourer, Port of London Authority.

*Awarded the British Empire Medal
(Civil Division):—*

Christopher James Tipper, Detective Inspector, Port of London Authority Police Force.

A flying bomb crashed near a very large number of rail trucks loaded with military stores, including ammunition, petrol and methylated spirits in metal containers. The locality became enveloped in smoke and fires broke out, burning debris falling on the trucks and setting light to the tarpaulin covers.

Hook crawled under a burning truck containing petrol in cans, uncoupled it and helped to move it so as to prevent the fire spreading. Then he noticed that debris was burning on the top of a tarpaulin covering trucks loaded with ammunition. Climbing on to the truck he removed the burning debris and also, with help, the tarpaulin that had then caught fire.

Hook completely disregarded the extreme danger of the situation and the risk to his safety. His initiative and promptness undoubtedly saved the trucks of ammunition and petrol from exploding and spreading the fire.

Tipper organised a team of helpers as a chain. He climbed on to another burning truck containing petrol in tins and, with assistance, removed those that had ignited.

The Detective Inspector exhibited outstanding qualities of leadership and his courageous example and devotion to duty were an inspiration to his men in dealing with a critical situation which, had it not been promptly handled, would have had disastrous results.

COMMENDATION.

The individual named below has been Commended for brave conduct in Civil Defence:—
William Reginald Walker, Acting Railway Inspector, Port of London Authority.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1,
26th September, 1944.*

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

Captain Bernard Cyril Dodds, Master.

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

Thomas Auntrin Buckney, Esq., Chief Officer.

The ship, sailing alone, was torpedoed and sank almost immediately. The crew, with the exception of two who lost their lives in the explosion, took to three of the boats. Two of these boats reached land after voyages of thirteen and fourteen days and the occupants of the third were rescued after three days.

The Master displayed courage, coolness and leadership of a high order. By his excellent organisation and efficiency, he ensured the safety of his crew when the ship was sinking. He took charge of one of the boats and brought the occupants safely to land after a voyage of fourteen days.

The Chief Officer was in charge of one of the boats and, by his courage, seamanship