



FOURTH SUPPLEMENT

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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
19th December, 1944.*

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire:

To be an Additional Commander of the Military Division of the said Most Excellent Order:

Captain George Tothill Philip, D.S.O., D.S.C.,
Royal Navy,
for leadership and skill in command of
H.M.S. Furious.

To be an Additional Officer of the Military Division of the said Most Excellent Order:

Acting Temporary Commander (A) Jack Morris
Keene-Miller, R.N.V.R.,
for gallantry and devotion to duty.

To be an Additional Member of the Military Division of the said Most Excellent Order:

Temporary Sub-Lieutenant (A) Anthony Ian
Rawlinson Shaw, R.N.V.R.,
for gallantry and devotion to duty.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
19th December, 1944.*

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division) to:

Chief Petty Officer Edward Stephen Sainsbury,
R.C.N.V.R., V.9598,
Shipwright Second Class Edward George Curtis,
R.C.N., 40811,
for courage, presence of mind and skill after
their ship had been damaged.

ADMIRALTY.

Whitehall

19th December, 1944.

The KING has been graciously pleased to give orders for the following appointments to the Distinguished Service Order and to approve the following awards:

For saving life at sea:

Albert Medal (Posthumous).

Temporary Lieutenant Douglas Mortimer
Connor, R.N.V.R.

On 5th March, 1944, fire broke out in the starboard corner of the engine room of one of H.M. Motor Launches at Beirut. An explosion occurred immediately afterwards and the fire spread rapidly throughout the ship. Lieutenant Connor straightway organised all the fire-fighting gear on board and sent a runner to inform Coastal Forces base and Naval Base so that the civilian and Naval fire-fighting organisation might be got into action as soon as possible. The heat from the burning ship was intense and it was well known that with the burning high octane petrol the ship was likely to blow up at any moment.

The burning ship was a grave menace to other shipping berthed alongside and Lieutenant Connor made valiant efforts to make fast a tow line so that she could be towed out of the port. So great was the heat, however, that the tow line parted. At about 19.15 a third and more violent explosion occurred in which Lieutenant Connor lost his life.

Lieutenant Connor well knew the risks involved, but sacrificed his life in an endeavour to prevent the spread of the fire which might well have become a major conflagration involving the loss of many lives.