

up and became a total loss. The explosions set on fire several other ships nearby.

The Second Officer displayed outstanding gallantry throughout and played a leading part in the fire-fighting operations. For over an hour he worked in the hold moving the detonators and, when a man collapsed and became unconscious, Mr. Harris immediately carried him out of the hold to safety. In doing so he was affected by the smoke and momentarily collapsed. On recovering he refused to leave his ship or to go to hospital.

The s.s. "Blairclova" was in dry dock close to the s.s. "Fort Stikine." After the first explosion the ship's officers extinguished several fires which had broken out. They continued to stay by the ship. The second explosion then occurred and more fires broke out on board. These were also extinguished. In addition to fire-fighting operations, a trailer pump was manned and used in efforts to extinguish fires which had broken out in nearby warehouses.

The Master of the "Blairclova" showed courage, leadership and organisation of a high order when leading fire-fighting parties on his ship, and later in helping his Chief Officer to moor another ship in safety. There is little doubt that but for his efforts and those of the crew under him in standing by the ship, she would have become a burnt-out hulk and would also have put the dry dock out of service.

The Chief Officer displayed outstanding courage and devotion to duty and his efforts were not confined to his own ship. Later with Captain Thompson he moored the stern of an abandoned vessel to the jetty. But for this prompt and courageous action it is probable that serious damage would have been sustained by this ship.

The Chief Officer of the m.v. "Capsa" displayed outstanding courage and devotion to duty throughout. He played a leading part in extinguishing the fire on board his own ship and in dumping the ammunition overboard. There is little doubt that Mr. Michael's brave and sustained courage was in a large measure responsible for the saving of two valuable ships.

The Second Engineer Officer of the s.s. "Kinyuan" displayed conspicuous courage. He remained below while the fires were being fought and was in the stokehold when the boiler was damaged by the second explosion. He stayed below until the last moment.

The Fourth Engineer Officer also showed courage and devotion to duty of a high order. Mr. Swain continued calmly with his duty in spite of grave danger, until he was ordered to abandon ship.

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

Joseph BACON, Chief Officer, now Master, m.v. "Chant 44" (Coastal Tankers Limited).

The m.v. "Chant 5" was anchored inside Le Havre Harbour loaded with spirit, which was being transferred to other tanks, when the ship caught fire and several explosions occurred on board. Although some of the crew got away in a boat and others jumped overboard, the loss of life was very heavy. Eventually, the fire was extinguished

by fire floats, but it was then found that the "Chant 5" had a heavy list, and was in danger of capsizing. Captain Bacon displayed courage and devotion to duty of a very high order. At the time of this accident he was serving as Chief Officer of the "Chant 44," and as soon as it was realised that the "Chant 5" was in danger of completely turning over, he immediately volunteered to go on board and close the valves to prevent the ship from capsizing. The Master of the "Chant 5" had been severely injured and Captain Bacon immediately took charge. He succeeded in getting the ship upright and, after discharging her cargo, brought her safely to the United Kingdom.

*Awarded the George Medal:—*

Herbert Norman STUBBS, Fireman (Working-ton), London Midland and Scottish Railway Company.

Stubbs noticing that his train was on fire immediately told his Driver, who at once applied the brake whilst Stubbs jumped off the engine as it was stopping. He ran back to find flames coming from the sixth wagon from the front of the train and at once unhooked at the rear of the burning wagon and raced forward to the engine, telling the driver to draw ahead. Stubbs again left the engine before it stopped in order to be opposite the burning wagon when it came to rest. By this time flames were coming out like gas jets, both at the top of the wagon and through the bottom, round the draw gear. The heat was intense and Stubbs realised that the contents of the wagon were dangerous. The flame from the bottom of the wagon was straight above the drawbar coupling and Stubbs had to stoop underneath the flame to uncouple from the five other wagons attached to the engine, thus running considerable risk of being severely burned, quite apart from the great danger from the contents of the wagon. The leading seven wagons of the train each contained about 10 tons of Amatol depth charges. Stubbs then ran back to the engine for a supply of detonators to protect the opposite line, and having correctly placed the first detonator he was lifted from his feet and thrown on to the opposite side of the line by the explosion of contents of the burning wagon, but he recovered and placed four more detonators before returning to the scene of the explosion where he was informed that the Driver had been killed.

The alertness of Stubbs in detecting the fire and his courageous action in so quickly isolating the burning wagon undoubtedly prevented a far more serious explosion.

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

Cyril William ANNETTS, Locomotive Driver (Salisbury), Southern Railway Company.

Flames were seen issuing, apparently under pressure, from the front end of the second wagon of a train laden with 46 wagons loaded with petrol in drums.

Arrangements were made to have the train stopped at the next signal box. Driver Annetts saw flames coming over the top of the second wagon and, when the train had come to a stand, he immediately jumped