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**TUESDAY, 5 FEBRUARY, 1946**

**CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,**

*St. James's Palace, S.W.1.  
5th February, 1946.*

The KING has been graciously pleased to award the GEORGE CROSS to:—

**Frederick DAVIES** (deceased), Fireman, No. 34 (London) Area, National Fire Service.

Premises which consisted of a shop and house of five rooms caught fire. The N.F.S. were informed that two children were in the front room on the second floor. The escape was immediately slipped and pitched to the middle window of this floor. Before it was in position Davies ran up the escape.

At this stage flames were pouring from the windows on the second floor and licking up the front of the building. Upon Davies reaching the window he at once tried to enter but bursts of flame momentarily halted him. Undaunted, however, he climbed into the window with his back to the flames and entered the room. He was seen to endeavour to remove his tunic presumably to wrap it around and protect the children but his hands were now too badly burned for him to do so. During this time Davies was moving around the blazing room in an endeavour to locate the children, and after a short period he returned with a child in his arms whom he handed out of the window. He then turned back into the room to find the other child.

He was next seen to fling himself out of the window on to the escape, the whole of his clothing being alight. He was helped to the ground, the flames on his clothes were extinguished and he was conveyed to hospital suffering from severe burns. Later he died from his injuries.

The gallantry and outstanding devotion to duty displayed by Fireman Davies was of the highest order. He knew the danger he was facing, but with complete disregard of his own safety he made a most heroic attempt to rescue the two children. In so doing, he lost his life.

**CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,**

*St. James's Palace, S.W.1.  
5th February, 1946.*

The KING has been graciously pleased to give orders for the undermentioned appointment to the Most Excellent Order of the British Empire, for the following awards of the British Empire Medal, and for the publication in the London Gazette of the names of the persons specially shown below as having received an expression of Commendation for their brave conduct.

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

**William Alexander RAMSAY**, Divisional Officer, National Fire Service (Port Fire Officer, Alexandria).

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

**Aubrey John MAY**, D.S.M., Company Officer, National Fire Service (Deputy Port Fire Officer, Alexandria).

During the operation of discharging a cargo of octane petrol from a tanker in Alexandria Harbour, Divisional Officer Ramsay was put in charge of special fire precautions. After three days on board the ship a sudden and unexpected underwater escape of petrol occurred. This was very shortly followed by a serious petrol fire in the harbour. Immediately he detected the smell of escaping petrol, the Divisional Officer sent a signal requesting the tanker be taken to sea. Shortly afterwards the petrol flashed on the water about 800 yards away from the ship and fire rapidly began to spread back to the vessel along the stream of petrol. Ramsay immediately proceeded in a small open motor boat to the fire and drove his boat backwards and forwards through the stream of petrol and strong concentration of high octane gases in

close proximity to the fire and was successful in breaking up the stream of petrol to the fire, and thus stopping the fire spreading back to the vessel. In doing this in intense heat he knew that the petrol vapour might have flashed at any moment, which could only have had fatal results to himself. He then supervised the initial fighting of the fire from the fire-boat before returning to the tanker to make arrangements for that ship to be got to sea at once. His very gallant action undoubtedly saved the vessel which still had about 9,000 tons of spirit on board, and prevented a major disaster.

Company Officer May was ashore at the time of the outbreak. Immediately he observed the fire he obtained a boat and in about ten minutes had taken charge of the fire-fighting from the fire-boat. In very close proximity to this blazing fire he worked with complete disregard of his personal safety, and after about twenty minutes the fire was under control and finally extinguished. His courage and grasp of the situation very materially helped to prevent a serious conflagration.

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

**Albert ATKIN**, Overman, Bretby Colliery, North Derbyshire.

There was a fall of roof in a mine and Overman Atkin, with help, set to work to deal with the fall. A second fall occurred and a man was buried up to the shoulders. Atkin immediately went to the man's aid and removed the debris from his chest so that he could breathe freely. It was evident that a further fall was imminent, the extent of which could not be estimated and Atkin placed himself immediately above the casualty in order to shield him from further injury. The third fall, consisting of small stones and estimated to be about one ton in weight, came away and Atkin received most of this on his head and shoulders. He then commenced to remove the stones from about the victim's body and he was rescued alive. Atkin showed courage and disregard of his own safety.

**Frederick John Jerrold BARRETT**, Fireman, No. 13 (Norwich) Area, National Fire Service.

**George LING**, Section Leader, No. 13 (Norwich) Area, National Fire Service.

A fire occurred in an ammunition store. Fireman Barrett, who was in charge of the appliance and crew which was the first to arrive, was advised immediately of the gravity of the situation but, displaying remarkable qualities of courage and leadership, he encouraged his crew to go forward and attempt to combat the fire which was spreading rapidly in all directions. Whilst Barrett and his crew were getting to work, Section Leader Ling arrived with a crew. Barrett continued, under Ling's instructions, to attempt to cover one side of the fire, whilst the newly arrived formation attacked the fire from the opposite side. With the fire rapidly attaining serious proportions and with minor explosions occurring, Fireman Barrett pressed home his efforts and courageously led

his crew until Senior Officers and supporting appliances arrived.

Section Leader Ling and Fireman Barrett showed courage and exceptional initiative and diligence in fighting the fire in spite of the lack of convenient and sufficient water supplies.

**George Stanley BIRD**, Fireman, s.s. "Empire Gladstone" (James Chambers & Company).

The Fourth Engineer Officer and the Chief Steward were found unconscious on the floor of the refrigerator machine-room of the s.s. "Empire Gladstone." A dense vapour was escaping from the pipelines of the refrigerating plant and Bird volunteered to descend to the machine-room with a line attached to his body. He succeeded in making a line fast round the Chief Steward, who was hauled up unconscious on to the deck. Bird again descended into the machine-room and, after much difficulty, succeeded in making a line fast round the Fourth Engineer, who was then also hauled up. At one time Bird was overcome by the vapour and had to be assisted out of the machine-room, but he returned to the rescue work as soon as he recovered. Bird ran considerable risk in going to the help of his shipmates single-handed and he showed courage without thought for his own safety.

**John CHEESMAN**, Lorry Driver, Lincoln.

An aircraft crashed in a field adjoining the runway on which it was endeavouring to land. A Fire Party from the aerodrome went immediately to the scene.

Cheesman, who was working nearby, went to the assistance of the Fire Party to help to release the navigator from the burning wreckage. Cheesman tried with a hacksaw to cut through the cables by which the airman was held, whilst a fire extinguisher was played on the navigator. The fire had by this time gained a good hold and it was necessary for the rescuers to withdraw. A fire tender was then able to subdue the flames sufficiently in the area where the navigator was lying, to enable the rescuers to make a further attempt, and Cheesman was successful in cutting the cables and freeing the man.

Cheesman showed courage without thought for his own safety.

**Alfred COOK**, Boilermaker (William Gray & Company Ltd.).

**Maunice HAYLOCK**, Section Leader, No. 2 (West Hartlepool) Area, National Fire Service.

During boiler cleaning operations on the s.s. "Empire Prospero" two boiler scalers who had entered the boiler for cleaning purposes collapsed. On hearing this, Cook, without thought of personal risk and without knowledge of the cause of collapse, entered the boiler in a gallant rescue attempt but was overcome. After obtaining a gas mask he made a second attempt and gained sufficient hold on one of the casualties to enable him to be pulled out. He was again overcome and, with difficulty, was hauled out of the boiler. Artificial respiration was applied and he recovered. Meanwhile a call had been made for the N.F.S. and on arrival Section Leader Haylock, decided that it

would be difficult to enter the boiler encumbered with breathing apparatus and so entered with a tube from the oxygen of the oxy-acetylene apparatus fastened through a lapel of his tunic and directed to pass oxygen across his mouth and nose. To reach the casualty he had to enter the boiler head-first and hang head downwards. He eventually managed to fasten a line round the man and he was hauled out. Cook and Haylock showed courage and determination without regard for their own safety.

Thomas Gilmour GROOME.

For services to the Forces in North West Europe.

John Jackson LONGSTAFF, War Reserve Constable, Liverpool City Police Force.

A laden horse-drawn lorry was stopped at the top of a steeply sloping floating roadway leading down to a ferry goods stage, to enable the driver to put on the drag chain before entering the roadway. The horse suddenly moved forward before the drag chain was in position and careered down the roadway. The steep incline, together with a load of some three tons caused the lorry to quickly gather momentum.

Constable Longstaff ran and caught hold of the bridle on the nearside in an attempt to stop the horse but could not control it. The Constable, however, hung on to the bridle but stumbled and was dragged practically the whole length of the roadway, some 500 feet. Having regained his feet Longstaff continued to pull the horse to the nearside in an attempt to get the front wheel of the lorry against the iron rail, which separates the footwalk from the carriageway, and so check the speed. The Constable's determined efforts were rewarded when he succeeded in bringing the horse to a standstill on the last section of the roadway. Had the horse not been checked it would have no doubt plunged into the river and endangered the lives of persons on the landing stage. Constable Longstaff showed courage and devotion to duty.

Horace Walter THRIFT, Senior Company Officer, No. 32 (Woking) Area, National Fire Service.

Albert SILVESTER, Fireman, No. 32 (Guildford) Area, National Fire Service.

A serious fire broke out in an ammunition dump. Senior Company Officer Thrift was in charge of a hose at one end of the dump and with Fireman Silvester advanced the hose to where explosions were in progress. They brought the fire under control in this portion of the dump and were able to prevent the fire reaching two stacks of Chemical Warfare training gases. They continued to use their hose and cooled these stacks until such time as army personnel were able to evacuate the gas to a safer location. Thrift and Silvester showed courage and devotion to duty and set an example to their colleagues which resulted in the success of a highly dangerous operation.

Benjamin WILLIAMS, Sergeant, Flintshire Constabulary.

A fire broke out in the winding room of a cinema and the operator was trapped. Sergeant Williams took a fire extinguisher, and concentrated it on the door leading into the operating room. After working for a few seconds, he saw a man's boot and, tying a handkerchief over his mouth he crawled into the room. The fumes were suffocating, but he was able to feel a man's leg and, after some difficulty, he was able to drag him out.

Sergeant Williams showed courage and devotion to duty in attempting to save the life of the operator.

#### KING'S COMMENDATIONS FOR BRAVE CONDUCT.

Norman Wilfred THORN, Leading Fireman, No. 34 (London) Area, National Fire Service.

For attempting to rescue children from a burning house.

Charles Joshua READMAN, Chief Officer, s.s. "Empire Prospero" (W. H. Cockerline & Company Ltd.).

For attempting to rescue men overcome by fumes.

William UPTON, Deck Boy, s.s. "Glenorchy" (Glen Line, Ltd.).

For thrice attempting to escape from a prisoner of war camp.

The appointment of F. G. LEWIS announced in Gazette No. 37412 of 9th January, 1946, page 298, is hereby cancelled, it having been ascertained that he died before the date of the appointment therein mentioned.

The names of the undermentioned are as now shown and not as stated in Gazette No. 37412, dated 9th January, 1946:—

Herbert Eugene CHAPLIN, M.I.Mech.E., F.R.Ae.S. (page 277).

Alfred PELL (page 319).

#### CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

*5th February, 1946.*

The KING has been graciously pleased on the advice of His Majesty's Australian Ministers to give orders for the following award of the British Empire Medal for services to the Forces in connection with military operations in the South-West Pacific.

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

Anthony JOSSTEN, Guide (attached Australian Infantry Battalion).

#### CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

*5th February, 1946.*

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 awards 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:—*

Cyril Robert CUBITT, Esq., Chief Engineer Officer, s.s. "Maid of Orleans" (Southern Railway Company).

The s.s. "Maid of Orleans" was proceeding from the Normandy beaches when she struck a mine. The ship rapidly developed a list and orders were given to abandon ship. The Master and four Officers remained on board. After the explosion, the Chief Engineer Officer entered the engine-room, which was filled with dense steam and was ankle-deep in scalding water. He found and carried to safety the Third Engineer Officer, who was helpless owing to shock and burns. After making a further search for survivors, the Master and the Officers who had stayed behind, then abandoned ship.

The Chief Engineer Officer displayed outstanding courage and coolness. In total darkness and with the ship rapidly heeling over, he succeeded in rescuing a brother Officer.

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

Captain Charles BRADLEY, Master, s.s. "Chaucer" (Shakespeare Shipping Company Ltd.).

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

Norman SHARP, Esq., Chief Officer, s.s. "Chaucer" (Shakespeare Shipping Company Ltd.).

Eric CAMPBELL, Esq., Chief Radio Officer, s.s. "Chaucer" (Shakespeare Shipping Company Ltd.).

Herbert MACKEY, Esq., Second Engineer Officer, s.s. "Chaucer" (Shakespeare Shipping Company Ltd.).

Charles Victor St. RUTH, Esq., Fourth Engineer Officer, s.s. "Chaucer" (Shakespeare Shipping Company Ltd.).

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

William GIBSON, Able Seaman, s.s. "Chaucer" (Shakespeare Shipping Company Ltd.).

The s.s. "Chaucer," sailing independently, was attacked by an enemy raider. All guns were immediately manned and the ship was zigzagged in an attempt to evade the enemy. This proved to be in vain as the raider closed and, opening fire with all her guns, registered many hits on the "Chaucer". A running fight ensued and about half an hour later a direct hit put the ship's Bofors gun out of action and hits in the engine-room caused loss of speed. The position was now hopeless and orders were

given to abandon ship. In spite of considerable damage to the boats, all hands got away and attempted to evade the enemy in the dark but were eventually picked up by a launch from the raider and made prisoners. Later the "Chaucer" was sunk by shell fire from the raider. Captain Bradley made a very gallant attempt to save his ship and only gave up the fight when he realised that the badly damaged vessel was unable to get away from the enemy. He displayed outstanding courage and coolness throughout the action and in getting his crew safely away. The Chief Officer did excellent work in charge of the ship's 4-in. gun and was ably assisted by Able Seaman Gibson. The Chief Radio Officer remained at his post sending out distress messages in spite of hits from enemy shells in the compartment below the wireless room. The Second and Fourth Engineer Officers showed courage and devotion to duty in remaining below to work the engines and keep up steam. They carried out their duties until ordered on deck by the Master.

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

John Raymond MALLET, Esq., Third Officer, s.s. "Turakina" (New Zealand Shipping Company Ltd.).

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

Louis MCGOWAN, Able Seaman, s.s. "Turakina" (New Zealand Shipping Company Ltd.).

The s.s. "Turakina" was attacked by a raider when on passage from New Zealand to the United Kingdom. The first salvo scored three hits carrying away the foremast and destroying part of the bridge and radio room. Evasive action was taken by the "Turakina" and a spirited defence put up by her gunners. Shell after shell struck the vessel until finally she became out of control. Her steering gear carried away and the bridge and midship structure were ablaze but her gun kept on firing. Orders were then given to abandon ship and the two undamaged boats were got away. Simultaneously two torpedoes struck the ship. Those left on board, including the Master, were blown overboard and of these only the Third Officer survived. Some occupants of the boats were also killed. The Third Officer displayed outstanding courage as Gunnery Officer. He also went to the rescue of the Chief Radio Officer, who had been blown from his desk through a wooden bulkhead, and carried him down to a boat. Able Seaman McGowan showed great courage and devotion to duty in serving the guns during the action.

**KING'S COMMENDATIONS FOR BRAVE CONDUCT.**

Byran Inglis CANNELL, Esq. (deceased), First Radio Officer, m.v. "Arabistan" (Strick Line (1923) Ltd.).

Michael James CAVANAGH, Able Seaman, s.s. "Chaucer" (Shakespeare Shipping Company Ltd.).

Thomas COCKBURN, Esq., Second Radio Officer, s.s. "Chaucer" (Shakespear Shipping Company Ltd.).

Nelson DOUGLAS, Esq., Second Officer, s.s. "Chaucer" (Shakespear Shipping Company Ltd.).

Charles Matthew GILLET, Ordinary Seaman, s.s. "Turakina" (New Zealand Shipping Company Ltd.).

Edwin GOODRIDGE, Esq., M.B.E., Chief Engineer Officer, m.v. "Arabistan" (Strick Line (1923) Ltd.).

Alexander GREY, Steward, s.s. "Turakina" (New Zealand Shipping Company Ltd.).

John HUDSON, Esq. (deceased), Second Officer, s.s. "Turakina" (New Zealand Shipping Company Ltd.).

Sidney Kenneth JONES, Esq. (deceased), Chief Radio Officer, s.s. "Turakina" (New Zealand Shipping Company Ltd.).

Harold NEAGLE, Esq. (deceased), Chief Officer, s.s. "Turakina" (New Zealand Shipping Company Ltd.).

Wallace Furniss OLDFIELD, Esq. (deceased), Third Radio Officer, m.v. "Arabistan" (Strick Line (1923) Ltd.).

George PATTINSON, Able Seaman, s.s. "Celtic Star" (Blue Star Line Ltd.).

John Walter Charles PENNY, Esq. (deceased), Second Radio Officer, s.s. "Turakina" (New Zealand Shipping Company Ltd.).

John Owen SHARMAN, Esq., Radio Officer, s.s. "Skjold" (Ellerman's Wilson Line, Ltd.).

John SHEPHERD, Esq. (deceased), Second Radio Officer, m.v. "Arabistan" (Strick Line (1923) Ltd.).

Kenneth Hart THOMAS, Esq., Third Officer, s.s. "Chaucer" (Shakespear Shipping Company Ltd.).

For services when their ships encountered enemy ships, aircraft, submarines or mines.

#### LONDON

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