

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