

Returning to his main force, which had in the meantime been strengthened by the arrival of six constables, Inspector Webb continued to direct the action for over twelve hours until military reinforcements arrived.

Inspector Webb displayed conspicuous gallantry and leadership and set a high example of devotion to duty.

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

John CLARK, Deputy, Heworth Colliery, Co. Durham. (Gateshead.)

While he was making a routine inspection of his district in the mine, Clark found that the driving head of a conveyor had caught fire and had filled the adjacent roadway with dense smoke. He knew the great potential danger of such a fire and realised that the first need was to cut off the power from the conveyor motor. The switches were, however, separated from him by some 10 yards of roadway filled with dense smoke and fumes. To take the alternative route in clean air would have involved delay which might have been extremely dangerous as the poisonous fumes and smoke were spreading with alarming rapidity. Clark decided to try and grope through the smoke to the switches rather than accept delay which might have seriously endangered the lives of the two men working at the face. No sooner had he entered the road than he fell on to another conveyor which was still running. Fortunately he was not injured and was carried through the smoke on the belt. He pulled himself off when he came into cleaner air and then made his way to the switches and cut off the power.

Having done this he obtained help and returned to cut away the belt of the burning conveyor. Clark's passage through the smoke and fumes to the switches exposed him to considerable danger and his prompt and courageous action prevented what might have become a serious fire.

Edwin Godfrey HARGREAVES, Mechanic, Grade II, Chemical Defence Experimental Establishment, Porton, Salisbury. (Fordingbridge, Hampshire.)

During a 24 hour continuous running test at Porton, a petrol explosion occurred with the result that the whole immediate area, which had already become heavily saturated with Diesel oil spray, was covered with blazing petrol and oil.

A three-ton vehicle, which was standing a few yards away loaded with 350 gallons of petrol, also caught fire and in a few seconds the tilt cover of the vehicle was a mass of flame. Petrol vapour was burning round the filler caps of the petrol drums in the vehicle and they were likely to explode at any moment.

Hargreaves without any regard for his own personal safety, climbed over the burning drums, removed the burning tilt cover and put out the flames in the interior of the vehicle, thus allowing the fire to be brought under control.

Hargreaves showed courage and initiative and prevented what might have been a serious explosion.

Victor Harold HASKET, Civilian Waiter, Officers' Mess, Royal Air Force Station, Thorney Island, Hampshire. (Emsworth, Hampshire.)

An Anson aircraft crashed and burst into flames in thick fog near the R.A.F. Station, Thorney Island. Hasket, who was working nearby, immediately ran to the scene of the accident. The signaller and three pupil navigators had succeeded in escaping from the aircraft but a Squadron-Leader and an Officer Cadet were badly injured and unable to extricate themselves from the wreckage. Hasket concentrated on releasing the Squadron-Leader but being unfamiliar with the harness and parachute equipment he experienced great difficulty. He persevered in spite of the flames which were rapidly spreading and seeing the Cadet had been freed from his harness Hasket helped to pull him out and carry him to safety. Then he immediately returned to the aid of the Squadron-Leader who was unable to move owing to his injuries and managed to pull him clear just before the fuselage was completely enveloped in flames. But for the courage and prompt action of Hasket the two injured men would probably have lost their lives.

Conrad JACKSON, Chauffeur, Laventille, Trinidad, British West Indies.

Alfred MOLLINEAU, Seaman, Carenage, Monos Island, British West Indies.

George THOMAS, Caretaker, Carenage, Monos Island, British West Indies.

A launch was towing a heavy barge from one of the islands between the mainland and Trinidad, when the weather changed and the two vessels were swept into the Atlantic waters by the strong wind, rain and current between the islands. Many times the tow rope parted and eventually fouled the launch propeller. The crafts separated and were battered on the rocky cliff face of the island.

Two of the crew of the barge were killed or drowned and one of the men on the launch was swept away by a large wave. The remaining three were thrown on to a projecting rock some distance from the island and about 30 feet above water, where they clung for three days whilst the stormy weather continued. A schooner saw them but could not venture to stop and a powerful police launch had to retire from the heavy seas and jagged rock.

Meanwhile, Mollineau hearing of the situation, obtained a small but powerful launch and with Jackson and Thomas went off to attempt a rescue. In spite of the failure of others, and in imminent danger of being thrown up against the rocks by the still surging waves, they remained determinedly at their task and by means of lines and life belts eventually got all three men off into their boat.

Mollineau, Jackson and Thomas displayed considerable skill of seamanship and risked their lives in carrying out the rescue.

LEBAI DUSIN bin JENUBI, Religious Teacher to the 1st Battalion, The Malay Regiment.

Lebai Dusin was journeying to an outlying company position by train when it was derailed and fired on. The crash wagon and