

Division of the Most Excellent Order of the British Empire to the undermentioned:—

*For Gallantry.*

Charles Godfrey Duffin, Senior Shipwright Diver, H.M. Dockyard, Portsmouth.

In August last, a diver, C. Gustar, was engaged under water in examining the launching gear below H.M.S. Aurora at Portsmouth. Signals of distress were received, and his stand-by companion diver, G. Brown, went down and found Gustar jammed between the top of a dagger plank connecting the several launching poppets and the bottom of the ship, presumably as the result of an unexpected movement of the poppets.

Duffin was immediately sent for, as an additional diver, to co-operate in the rescue work. Gustar was found to be securely wedged, with his head, arms, and breast weights hanging over the inboard side of the inside dagger planks and his trunk and legs between the inner and outer planks.

In effecting the rescue, Duffin squeezed himself up between the two adjacent dagger planks which were holding Gustar, and with a hand saw cut through the plank (a piece of 15" x 4" Douglas Fir) on one side of the man, while his companion, Brown, released the two 10" eye-headed screws joining the end of the plank to its succeeding length of plank. By this means the portion of the plank imprisoning Gustar was removed. Duffin next seized Gustar, straightened him and forced him down between his own body and the poppets, towards Brown, who dragged the man down and took him to the surface.

The risk to both Duffin and Brown in carrying out this rescue was a serious one, of which both men were fully aware, due to the possibility of the launching poppets at any moment making a movement similar to that which had entrapped Gustar, and both men are regarded as worthy of commendation. The risk was increased because they had to work with all possible haste.

The behaviour of Duffin, in particular, whose gallant conduct on a previous occasion received notice, merits special recognition.

Adrian Sidney Gilbert Reginald Trapman, Vice-Consul at Addis Ababa.

Mr. Trapman played a prominent part in the incidents at Addis Ababa early in May following upon the flight of the Emperor, and was particularly concerned with the rescue of persons from the city, which was in the hands of a disorderly and uncontrolled mob. On the 2nd, 3rd, 4th, and 5th May 1936 he took part as a volunteer in repeated expeditions to rescue British and foreign men, women, and children from the town and to bring them in to the safety of the British Legation. Each expedition involved a drive of some ten miles in an open lorry exposed to dangerous rifle fire from the rioters, many of whom made a practice of discharging their firearms at every passing vehicle.

George John Adamson, Inspector, River Traffic Police, Calcutta, Bengal, and

Cecil Francis Kelly, Assistant River Surveyor Port Commissioners, Calcutta, Bengal.

In May last, Inspector Adamson, with Mr. Kelly as pilot, was in charge of two Port Police launches escorting a cargo of defective dynamite which was being taken for destruction up the river Hooghly in a barge in tow of a launch. The barge proved quite unseaworthy, and after a journey of about 15 miles up the river was in a sinking condition. Inspector Adamson and his assistants had no responsibility except for escorting the cargo, but in spite of this they tried at great personal risk to keep the barge afloat by bailing from 7 o'clock in the evening till midnight, when it was found necessary to beach the barge on the bank near a large jute mill. In spite of the dynamite exuding nitroglycerine, Inspector Adamson with two sergeants worked indefatigably in the water and in the dark to help guide the barge ashore by hand. The beaching took five and a half hours. The barge was partially unloaded, but it was found impossible to remove the 2½ tons at the bottom owing to its dangerous condition, and the barge had to be re-floated, towed into deep water, and sunk. Inspector Adamson rendered great assistance during the whole operation, and stood by in a police launch in spite of grave danger. Mr. Kelly supervised the handling of the barge throughout, and without his skilled assistance the feat could not have been accomplished. A small accident such as the striking of a bootsole nail on a stone in the river bank, the "working" of the hull of the barge when she was subsequently towed off, or a slip with any of the gear used, would have resulted in practically certain death to those working, and a disaster of the first magnitude to the surrounding mills. Though it was not his duty as pilot, Mr. Kelly remained in the barge while it was towed off the beach and until it was safely sunk, superintending its handling in the current by the aid of two launches. Both men displayed cool, deliberate, and sustained gallantry for many hours under conditions of the greatest strain.

Ashraf-un-Nisa Begum, Hyderabad, Deccan.

On a night in June 1936 a disastrous fire broke out in the Moti Mahal Cinema, Hyderabad City, and the building was practically razed to the ground, twelve women and two children being burnt to death. Ashraf-un-Nisa Begum, the wife of Lieutenant Muzaffaruddin, retired, was responsible for saving the lives of several purdah women. She was sitting with the fourteen victims and some thirty more women in the purdah balcony, from which both exits were cut off by the fire. These women were thus driven to the front of the balcony, and as their presence was forgotten they had no means of escape otherwise than by jumping. Their plight was made the more terrifying by the smoke, darkness, and leaping flames which within a few minutes turned the whole building into one huge blaze. Ashraf-un-Nisa Begum, though a purdah lady, stripped herself of her sari, tied it to the balcony