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CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

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

26th September, 1944.

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

Richard Arthur Samuel Bywater, Factory Development Officer, Ministry of Supply Factory.

For outstanding heroism and devotion to duty when an explosion occurred in a factory.

of the British Empire Medal, for services to the Forces and in connection with Military operations in the Middle East:—

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

Egerton Lloyd Anthony Mathias, General Manager and Chief Engineer, Marconi Radio Telegraph Company of Egypt.

John Harvey Woodville Rowntree, M.B.E., Director of the Reproduction Office, Survey of Egypt, Giza.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

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

26th September, 1944.

The KING has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire, for services in the planning of the landings in Normandy:—

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

Reginald Poulton Biddle, Deputy Director, Port and Transit Control, Ministry of War Transport.

Herbert Gladstone McDavid, Deputy Director of Sea Transport, Ministry of War Transport.

Bernard Frederick Picknett, Deputy Director of Sea Transport, Ministry of War Transport.

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

Joan Mary, Lady Keown-Boyd, Organiser, Welfare Club, Cairo.

Stephanie Kathleen, Mrs. Greenwood, Organiser, Troops Welfare Fund, Cairo.

Margaret Masson, Mrs. Hasluck, Lately Civil Assistant, G.H.Q., Cairo.

Mary Louise, Mrs. Purslow, Organiser, Welfare Centre, Cairo.

Willem Frank Whittall, Consular Clerk, H.M. Consulate General, Smyrna.

Awarded the British Empire Medal (Civil Division):—

Constance, Mrs. Sumner, Supervisor, Welfare Club, Port Said.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

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

26th September, 1944.

The KING has been graciously pleased to give orders for the following awards of the George Medal and 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.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

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

26th September, 1944.

The KING has been graciously pleased to give orders for the undermentioned promotion in and appointments to the Most Excellent Order of the British Empire, and for the award

Awarded the George Medal:—

John Arthur Thorpe Dawson, B.Sc., Ph.D.,
Experimental Officer, Armament Research
Department, Ministry of Supply,
Robert Hurst, M.Sc., Experimental Officer,
Directorate of Scientific Research, Ministry of
Supply.

For sustained courage when engaged in
hazardous operations.

Walter John Quinton, Goods Guard (Redhill),
Southern Railway Company.

Thomas Tichener, Driver (Redhill), Southern
Railway Company.

Driver Tichener and Guard Quinton were
the crew of a freight train, some of the
wagons of which contained ammunition and
explosives. Smoke was seen coming from a
vehicle towards the front of the train but
both men thought it wise to allow the train
to proceed, not only to facilitate any neces-
sary shunting movements and isolation, but
to bring the train to a position where there
would be ready access for fire-fighting
appliances.

On bringing the train to a stand Tichener
at once made his way back, and found that
the 5th and 9th wagons were on fire. The
outbreak in the 9th wagon, which contained
ammunition, had by then assumed serious
proportions. To isolate the burning wagons
it was necessary to carry out a series of com-
plicated shunting movements, and Tichener
and Quinton, well aware that a serious ex-
plosion might occur at any moment, risked
their lives in efforts to save the train. They
succeeded in removing the burning wagon
and shortly afterwards heavy explosions
occurred and continued intermittently for
three quarters of an hour, throwing splinters
and fragments over a wide area. The body
of the burning ammunition wagon was en-
tirely destroyed.

Tichener and Quinton showed great
courage and by their gallant actions saved
the contents of the other wagons and pre-
vented a major explosion.

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

Harold Arthur Dowle, Fireman (Reading),
Southern Railway Company.

Arthur Thomas Griffin, Driver (Reading),
Southern Railway Company.

William Ward, Guard (Reading), Southern
Railway Company.

A tank wagon train containing petrol came
into collision with a stationary freight train.
Eight of the wagons were derailed, the lead-
ing four caught fire, and the open wagon
next to the engine was crushed and burnt
out. In addition, five tank wagons sus-
tained damage. The fire occurred instan-
taneously with the collision of the two
locomotives, and the burning spirit ran into
a culvert, through which it travelled under-
ground a considerable distance until it
reached a brook. Flames from the petrol,
however, came above ground through various
vents which were spaced at intervals and
extended along the side of the line and fre-
quent explosions occurred.

As soon as the engine of the tank wagon
train had come to rest after the collision,
Griffin and Dowle jumped from the footplate
on to the ballast, but were driven away by

the fire which was already raging. After
a short time, during which the freight train
had been moved away, Griffin and Dowle,
although suffering from the effects of the
violent collision, returned to the damaged
engine and succeeded in moving it away
from the fire, notwithstanding that the tender
was derailed. Both men were aware that the
damaged tanks might explode and other
petrol tanks catch fire. Both Griffin and
Dowle accepted the risk of serious injury
in their efforts to save further damage to the
engine, and their courageous action reduced
the risk of the fire assuming even greater
dimensions.

When the collision occurred Guard Ward
was thrown violently on the floor of his van,
and was stunned by the impact. He re-
covered and though driven back by the
fire, returned to carry out the neces-
sary precautions for the protection of the
train. Subsequently he piloted a shunting
engine on to the rear of the train, and
managed to uncouple the rear three tanks
by hand, and these were drawn away.

Ward displayed courage and persistency
and was not deterred by the petrol flames or
the fire at the head of the train. He in-
curred the risk of serious injury by fire or
explosion of vapour.

John Kerr, Deputy Overman, South Medomsley
Colliery, Durham.

Two hewers were engaged in extracting a
small stook of coal in a working 2 feet 8
inches high, and a putter had attached his
pony to a tub standing there, when, without
the slightest warning, the roof collapsed over
a large area. A huge stone completely
covered one of the hewers and the putter.
The pony was also trapped under the debris.

The other hewer gave the alarm and
Deputy Overman Kerr was quickly on the
scene. After sending for help he set to work
to release the trapped man. He sat over
the pony's head, cut off the leather gears
and dragged out the pony, which was press-
ing against the hewer's body. He then
crawled under the large stone, sawed through
the limbers, which were pressing against the
man's head, and with assistance carried on
clearing away stone and coal until 45 minutes
later the hewer was liberated.

Kerr carried on for a further three hours
until the putter's body was extricated during
which time the rescue party had to withdraw
hurriedly on two occasions owing to further
collapse of the roof.

Kerr showed courage without regard for
his own safety and was instrumental in
saving a man's life.

James Shanks Murdoch, Shop Manager,
Ministry of Supply Factory.

William James Panton, Foreman, Ministry of
Supply Factory.

Mark Victor Rowling, Shop Manager, Ministry
of Supply Factory.

For bravery and devotion to duty in
hazardous circumstances when an explosion
occurred in a factory.

John Milne, Wireless Operator, Gilbert and
Ellice Islands Colony.

Levai Papaku, District Headman, British
Solomon Islands Protectorate.

Peter Tavoto, District Headman, British Solomon Islands Protectorate.

For services in connection with Military operations in the British Solomon Islands Protectorate and the Gilbert and Ellice Islands Colony.

COMMENDATIONS.

Those named below have been Commended for brave conduct.

When carrying out rescue work in coal mines:—

William Baker, Coal Hower, South Medomsley Colliery, Durham.

John Llewellyn Davies, Repairer, Carway Colliery, Carmarthenshire.

Willis Howard Edmunds, Fireman, Carway Colliery, Carmarthenshire.

When an explosion occurred in a factory:—

William Lang, Shop Manager, Ministry of Supply Factory.

William Ormerod Watson, Assistant Foreman, Ministry of Supply Factory.

When aircraft crashed and caught fire:—

Walter Bannister, Panel Beater, Fulham.

Roy Crow, Farm Worker, Dunmow, Essex.

Bertram Gordon, Tobacconist, Fulham.

John Walter Miller, Tractor Driver, Boreham, Essex.

George Morton, Farm Worker, Dunmow, Essex.

John Richardson, Leading Fireman, No. 32 (Sussex) Area, National Fire Service.

Miss Audrey Rootkin, Schoolgirl, Dunmow, Essex.

Henry Rootkin, Farm Stockman, Dunmow, Essex.

Albert Smith, Farm Worker, Dunmow, Essex.

John Pitts Windley, Schoolboy, Dunmow, Essex.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
26th September, 1944.*

The KING has been graciously pleased to give orders for the following awards of the George Medal and the British Empire Medal, and for the publication in the London Gazette of the names of the person specially shown below as having received an expression of Commendation for brave conduct in Civil Defence:—

Awarded the George Medal:—

Henry Walter Hook, Labourer, Port of London Authority.

Awarded the British Empire Medal (Civil Division):—

Christopher James Tipper, Detective Inspector, Port of London Authority Police Force.

A flying bomb crashed near a very large number of rail trucks loaded with military stores, including ammunition, petrol and methylated spirits in metal containers. The locality became enveloped in smoke and fires broke out, burning debris falling on the trucks and setting light to the tarpaulin covers.

Hook crawled under a burning truck containing petrol in cans, uncoupled it and helped to move it so as to prevent the fire spreading. Then he noticed that debris was burning on the top of a tarpaulin covering trucks loaded with ammunition. Climbing on to the truck he removed the burning debris and also, with help, the tarpaulin that had then caught fire.

Hook completely disregarded the extreme danger of the situation and the risk to his safety. His initiative and promptness undoubtedly saved the trucks of ammunition and petrol from exploding and spreading the fire.

Tipper organised a team of helpers as a chain. He climbed on to another burning truck containing petrol in tins and, with assistance, removed those that had ignited.

The Detective Inspector exhibited outstanding qualities of leadership and his courageous example and devotion to duty were an inspiration to his men in dealing with a critical situation which, had it not been promptly handled, would have had disastrous results.

COMMENDATION.

The individual named below has been Commended for brave conduct in Civil Defence:—

William Reginald Walker, Acting Railway Inspector, Port of London Authority.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1,
26th September, 1944.*

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 award 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:—

Captain Bernard Cyril Dodds, Master.

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

Thomas Auntrin Buckney, Esq., Chief Officer.

The ship, sailing alone, was torpedoed and sank almost immediately. The crew, with the exception of two who lost their lives in the explosion, took to three of the boats. Two of these boats reached land after voyages of thirteen and fourteen days and the occupants of the third were rescued after three days.

The Master displayed courage, coolness and leadership of a high order. By his excellent organisation and efficiency, he ensured the safety of his crew when the ship was sinking. He took charge of one of the boats and brought the occupants safely to land after a voyage of fourteen days.

The Chief Officer was in charge of one of the boats and, by his courage, seamanship

and general efficiency, brought the occupants to safety, making a good land fall after a voyage of thirteen days in difficult and trying circumstances.

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

Captain John Reginald McCarthy, Master.
Edmund Hugh Hair, Esq., Chief Engineer Officer.

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

James Simpson Ogilvie, Esq., Chief Officer.

The ship made many vitally important voyages and on numerous occasions was subject to determined attacks by enemy aircraft. On the last occasion the convoy in which the ship was sailing was subjected to attacks over a period of 4 days, but due to the excellent manner in which the ship was handled and the defence put up by her armament, she was brought through without sustaining any major damage.

The Master handled his ship with outstanding courage and ability. The success of these voyages, in spite of many enemy attacks and hazards, was mainly due to his excellent leadership and organisation.

The Chief Engineer Officer showed courage and efficiency of a high order, and ably supported the Master throughout. Main steam had to be kept on at all times, and although leaking boiler tubes caused considerable trouble, these were always successfully dealt with at sea or in port, often under very difficult and dangerous conditions. By his excellent leadership and fine example, Mr. Hair kept his staff in good heart and so contributed to the success of the voyages.

The Chief Officer was outstanding throughout. He was always by the Master's side on the bridge whilst in action at sea, and assisted him in taking quick evasive action to counter bomb and torpedo attacks. On one occasion red hot debris from another ship fell on board the vessel and started a fire near a hold which contained high octane spirit. A fire-fighting party was immediately

organised and, under the leadership of Mr. Ogilvie, it quickly brought the fire under control and extinguished it before any serious damage was done.

Awarded the British Empire Medal (Civil Division).

Gordon Hedley Graham Zetterstrom, Fireman.

The ship was sailing in convoy when she was torpedoed in bad weather and darkness. She sank within three minutes and, although both her boats were rendered useless by the explosion, the crew got away on two rafts which were picked up some hours later.

Fireman Zetterstrom displayed outstanding courage when the ship was sinking. Without thought for his own safety he remained on board until the last and made gallant but unsuccessful attempts to rescue another fireman who had been trapped by the explosion. Eventually he reached one of the rafts and, after rendering first aid to two of the Officers who had been injured, he made distress signals which contributed greatly to the speedy rescue of the survivors.

COMMENDATIONS.

Those named below have been Commended for brave conduct when their ships encountered enemy ships, aircraft, submarines or mines:—

Matthew Auchterlonie, Esq., Second Officer.
Captain John William Balchin, Master.
Thomas Arthur Hudson, Esq., Third Officer.
John Allason-Jones, Esq., Second Officer.
Captain Jonathan MacInnes, Master.
James Thomas Hulbert Parnell, Able Seaman.
William Powell, Esq., Chief Engineer Officer.
Captain Richard James Ricketts, Master.
Captain Andrew Smith (deceased), Master.
Eric John Spurling, Esq., Chief Officer.
James Alexander Thomson, Esq., Second Engineer Officer.
Thomas Webster, Esq., Senior Sixth Engineer Officer.

The notice in the London Gazette No. 36547, page 2677, dated 10th June, 1944, regarding the award of the British Empire Medal (Civil Division) to William Charles Catton, is hereby cancelled, it having been ascertained that he died before the date of the award therein mentioned.

LONDON

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