



FIFTH SUPPLEMENT TO The London Gazette

Of FRIDAY, the 22nd of JUNE, 1945

Published by Authority

Registered as a newspaper

TUESDAY, 26 JUNE, 1945

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

26th June, 1945.

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:—

Captain Thomas Joseph LACEY, Master, s.s. "Defender" (Charente Steam Ship Company Ltd.).

The s.s. "Defender" has performed excellent service in the Mediterranean area and on more than one occasion has been the subject of enemy attack. When she was attacked by enemy aircraft at Malta one of her lifeboats was set on fire. The situation was handled with promptness and efficiency, the boat being cut away and a dangerous situation averted. When the vessel was lying at Bari a heavy air attack developed on the port. An ammunition ship nearby received a direct hit and blew up. The blast from the explosion caused the "Defender" to break adrift but, although the ship was extensively damaged and several of the crew were injured, she was remooed, under the direction of the Master, and later took 150 survivors of destroyed and damaged ships from Bari to Taranto. The Master displayed outstanding courage and judgment throughout. His indomitable spirit, leadership and organisation were responsible for his ship being brought safely through these dangerous and difficult experiences.

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

George Newton ALMOND, Esq., Chief Engineer Officer, m.v. "Harpagus" (National Steam Ship Company Ltd.).

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

Gilbert Roy HUGHES, Esq., Second Officer, m.v. "Harpagus" (National Steam Ship Company Ltd.).

The m.v. "Harpagus" arrived off the Normandy Beaches and was about to discharge her cargo when she was mined. The Master was killed and some of the crew, including the Chief Officer, were injured by the explosion. In view of the condition of the vessel most of the crew were sent ashore but the Second Officer, in charge of a small party, remained on board. The forward part of the ship broke off and the after part was beached. This enabled the cargo to be discharged during the course of the next ten days and, ultimately, this half of the ship was towed back to the United Kingdom.

The Chief Engineer Officer showed great courage and devotion to duty and set a splendid example by his inspiring leadership. He reboarded the ship with other members of the crew and was responsible for improvising pumping gear to cope with the water which was filling the engine-room. This action and his excellent work below undoubtedly contributed to the success of the operations.

The Second Officer displayed courage, initiative and excellent leadership throughout. When the Master was killed and other Officers injured he immediately took command. He ensured the safety of the crew by embarking them in tugs which had come to the help of the ship. His determined efforts in very difficult and dangerous circumstances resulted in the safe discharge of the cargo and the eventual saving of part of the ship.

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

Captain George BLACK, Master, s.s. "Empire Portia" (Common Bros. Ltd.).

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

William Mason WOODMAN, Esq., Chief Officer, s.s. "Empire Portia" (Common Bros. Ltd.).

Alan Gray, Esq., Fourth Engineer Officer, s.s. "Empire Portia" (Common Bros. Ltd.).

Whilst the s.s. "Empire Portia" was lying at Murmansk, she was attacked by enemy aircraft and received a direct hit. The bomb exploded, pierced the shell plating below the waterline and set fire to the cargo in the 'tween decks. Although the ship's fire-fighting appliances were manned immediately, the fire rapidly got beyond control and Russian fire-fighting tugs were called to assist. As the fire spread the decks became hot and all explosives in the vicinity were jettisoned by members of the crew. The outbreak was eventually got under control and was finally extinguished two days later with the help of the Russian tugs.

The Master displayed conspicuous courage and coolness throughout. He remained on board his ship the whole time despite the sustained danger from the fire and the grave risk of explosion. He led the fire-fighting and helped in dumping the explosives and ammunition.

The Chief Officer also showed great courage and devotion to duty. Without regard for his own safety, he played a leading part in the fire-fighting and assisted in the dumping of the explosives when the fire got out of control.

The Fourth Engineer Officer also made courageous and praiseworthy efforts below and assisted in getting up steam and in bringing the ship upright by pumping out the ballast. The dangers and risks were great but despite these he remained on board throughout.

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

John ALLERTON, Esq., Chief Officer, s.s. "Sampa" (Houlder Brothers & Company Ltd.).

The s.s. "Sampa," returning in convoy from Antwerp, was mined. The Master was blown overboard by the explosion and all the Officers were either killed or severely injured. The ship was badly damaged and her back was broken. Notwithstanding this, she was anchored immediately after the explosion. Later a destroyer came alongside and took off the crew, which included 24 stretcher cases. The ship sank shortly afterwards. The Chief Officer displayed outstanding gallantry and resourcefulness throughout. Although badly injured and temporarily stunned he immediately organised a rescue party to get the injured on deck. He went round the entire ship to search for and ensure

the safe removal of the wounded. This included going down into the wrecked engine-room and, in many cases, breaking into wrecked cabins and bringing the injured on deck in blankets. In addition to this, Mr. Allerton went forward and dropped anchor to prevent the ship dragging back into the buoyed channel and so becoming a danger to other shipping. There is no doubt that it was mainly due to the courage and leadership displayed by Mr. Allerton that the majority of the injured men were safely got away from the ship. Even then, although in considerable pain, he continued to do his utmost for the injured until they were landed in the United Kingdom five hours later.

Awarded the British Empire Medal (Civil Division):—

Harry Marshall FORTUNE, Apprentice, s.s. "Ascot" (Britain Steam Ship Company Ltd.).

The s.s. "Ascot," sailing alone in the Indian Ocean, was torpedoed by a Japanese submarine. The ship began to sink and the crew got away in the boats and on rafts. The submarine surfaced, shelled the ship and then rammed the boats and rafts, machine-gunning the occupants, of whom all but eight were killed. Seven of the survivors clambered back on to one of the rafts. Two days later another survivor, who was found in one of the boats, was taken on board the raft and after a further three days, the eight survivors were rescued by a friendly steamer.

Apprentice Fortune showed conspicuous courage and qualities of leadership throughout. In spite of his overwhelming experiences he took charge of the raft and, under his direction, the injured were made as comfortable as possible, an awning was rigged, food and water rationed and life on the raft organised. There is no doubt that it was greatly due to Fortune's courage, resourcefulness and inspiring example that the survivors were eventually brought to safety.

Ernest John Denis GILL, Second Steward, s.s. "Largs Bay" (Aberdeen & Commonwealth Line Ltd.).

The s.s. "Largs Bay," with troops on board, arrived at Naples. The weather was too bad to enter the harbour so the ship was anchored. On the following day one cable carried away and it was decided to heave up the other anchor. While the vessel was cruising round the bay she was mined and the explosion blew a large hole in her side. The troop deck was wrecked and many of the troops were killed and injured. The ship was so badly damaged that it was decided to anchor her again, this time in shallow water. Later, with help from tugs, the ship was taken into the harbour. Second Steward Gill displayed outstanding courage and initiative and played a leading part in the rescue operations. This work was undertaken regardless of personal danger, as it could not be known at the time how seriously the ship was damaged or the chances of her foundering rapidly. In addition, access to and from the troop deck was by rope only, as all ladders and other means of access had been demolished.

COMMENDATIONS.

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

Harry BARWICK, Esq., Third Engineer Officer, m.v. "Harpagus" (National Steam Ship Company Ltd.).

Frederick Robert BLAZEY, Carpenter, m.v. "Harpagus" (National Steam Ship Company Ltd.).

Eric Gustav CARLSSON (deceased), Chief Steward, s.s. "Athelviking" (Athel Line Ltd.).

William John DUNLEAVEY, Able Seaman, m.v. "Harpagus" (National Steam Ship Company Ltd.).

William Charles GILHAM, Boatswain, s.s. "Sampa" (Houlder Brothers & Company Ltd.).

James GORDON, Esq., Chief Engineer Officer, s.s. "Largs Bay" (Aberdeen & Commonwealth Line Ltd.).

Frederick HALL, Able Seaman, m.v. "Harpagus" (National Steam Ship Company Ltd.).

William HAMILTON, Boatswain, s.s. "Largs Bay" (Aberdeen & Commonwealth Line Ltd.).

George Halliley HEYWOOD, Esq., Chief Officer, s.s. "Largs Bay" (Aberdeen & Commonwealth Line Ltd.).

Augustus Thomas HITCHCOCK, Ordinary Seaman, m.v. "Harpagus" (National Steam Ship Company Ltd.).

Geoffrey INCE, Esq. (deceased), Chief Officer, s.s. "Athelviking" (Athel Line Ltd.).

John JORDAN, Ordinary Seaman, m.v. "Harpagus" (National Steam Ship Company Ltd.).

Thomas JUDD, Able Seaman, s.s. "Sampa" (Houlder Brothers & Company Ltd.).

Albert Joseph MCHALE (deceased), Boatswain, s.s. "Athelviking" (Athel Line Ltd.).

James Joseph MCQUAID, Troop Deck Steward, s.s. "Largs Bay" (Aberdeen & Commonwealth Line Ltd.).

Captain Egerton Gabriel Baynes MARTIN, O.B.E. (deceased), Master, s.s. "Athelviking" (Athel Line Ltd.).

Alun Thomas ROBERTS, Able Seaman, s.s. "Defender" (Charente Steam Ship Company Ltd.).

Maurice Patrick ROBINSON, Apprentice, m.v. "Harpagus" (National Steam Ship Company Ltd.).

William Stephen SHIELD, Esq., Chief Officer, s.s. "Dalemoor" (Moor Line Ltd.).

Leslie SWINBURNE, Able Seaman, m.v. "Harpagus" (National Steam Ship Company Ltd.).

Nevil WADE, Ordinary Seaman, m.v. "Harpagus" (National Steam Ship Company Ltd.).

Captain Reginald James WEEKS, Master, s.s. "Daisy Moller" (Moller Line Ltd.).

Trevor WESTON, Esq., Sixth Engineer Officer, m.v. "Harpagus" (National Steam Ship Company Ltd.).

William Francis WHITE, Able Seaman, s.s. "Sampa" (Houlder Brothers & Company Ltd., London).

John Douglas WILSON, Carpenter, s.s. "Sampa" (Houlder Brothers & Company Ltd., London).

Enock Valiant WOODS, Able Seaman, m.v. "Harpagus" (National Steam Ship Company Ltd.).

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

26th June, 1945.

The KING has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire, and for the following award of the British Empire Medal, for services to the Forces in connection with Military Operations.

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

Rawdon Hargreaves BUSFIELD, Secretary, New Zealand Young Men's Christian Association.
Gertrude Helen Hudson, Mrs. CHAPMAN, Secretary, New Zealand Young Men's Christian Association.

For services to the Forces in Italy.

Awarded the British Empire Medal (Civil Division):—

Wilson Zigfield JOHN, Sub Divisional Officer, Military Engineering Service, India.

For services to the Forces in Burma.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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26th June, 1945.

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 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.

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

Miss Marguerite Diana Frances KNIGHT, First Aid Nursing Yeomanry.

For brave conduct in dangerous circumstances.

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

David George Sinclair COTTER, First Officer, Air Transport Auxiliary.

Fritz Eugen Harold LEES, Second Officer, Air Transport Auxiliary.

Awarded the George Medal:—

John GULSON, Third Officer, Air Transport Auxiliary.

Awarded the British Empire Medal (Civil Division):—

David BALDWIN, Station Fire Officer, Air Transport Auxiliary.

John Joseph William Collins THOMPSON, Skilled Rigger, Air Transport Auxiliary.

An aircraft crashed on landing and burst into flames. Despite the fire and the bombs on board, which subsequently exploded, the crew, five of whom were seriously injured in the crash, were extricated.

Tenders and equipment were immediately on the spot under the leadership of Fire Officer Baldwin. They were able to keep the intensive fire under control and particularly from parts of the aircraft where unexploded bombs could be seen.

Thompson showed courage in entering the aircraft soon after the crash with the intention of extricating victims, but he was injured in so doing and had to be helped from the wreckage.

Third Officer Gulson, on being informed that there were still some injured crew on board, climbed into the fuselage through the cockpit escape hatch, in spite of the fact that the starboard wing was by this time a mass of flames. He found one of the crew unconscious on the floor beside the pilot's seat and, with great difficulty, managed to drag this man through the pilot's escape hatch and lower him to the ground. He was then joined by Second Officer Lees and they entered the blazing aircraft but as the fuselage was full of smoke and they were unable to see anyone, they came out again. When told that another member of the crew was still in the aircraft in the rest bay of the fuselage, Gulson and Lees immediately re-entered the machine to search. The missing man was located, huddled up against the rear spar and, after a struggle over the front spar and through the flames, Gulson and Lees were able to pull him through the cockpit hatch and lower him to the ground.

First Officer Cotter gave invaluable help in getting the rear gunner out of his turret, which had become jammed. The man was unconscious, lying partly in the turret and partly in the rear of the fuselage. While others worked on the turret from outside, Cotter, finding that the turret could not be swung back, entered the fuselage, after forcing the normal entrance. The starboard wing was blazing fiercely and the heat was so intense that the starboard elevator burst into flames. It was then found necessary to remove the gunner's flying equipment before those outside could extricate him safely.

When the entire crew of the crashed aircraft had been removed to safety, Baldwin withdrew the fire tenders and crews and, after the bombs had exploded and the debris settled, he returned to the remains of the aircraft to make sure that there were no further unexploded bombs or ammunition. Having satisfied himself that this was the case, he then made arrangements for damping down and finally extinguishing the flames.

Lees, Cotter and Gulson showed great courage without thought for their own safety and by their determination saved the lives of two persons.

Baldwin showed great devotion to duty and his prompt and efficient leadership made possible the rescue work.

Awarded the British Empire Medal (Civil Division).

Ashrof ALI, Cultivator of Goppe Village Tract, Buthidaung Township, Akyab District, Burma.

Sultan AHMED, Headman of Goppe Village Tract, Buthidaung Township, Akyab District, Burma.

When the Japanese occupied Goppe Village, Ashrof Ali and Sultan Ahmed, acting independently, gave warning to the Civil Affairs Officer, which resulted in arrangements being made for the repulse of the enemy. To give the warning, they had run across open fields and across a river in full view of the enemy. With complete disregard of the danger, Ashrof Ali and Sultan Ahmed risked their lives.

Albert Graham BAKER, Ironstone Labourer, Sproxtton, Leicestershire.

Fred MEADS, Ironstone Labourer, Skillington, Nr. Grantham.

An aircraft, carrying a crew of nine and fully laden with bombs, crashed in a field. Five members of the crew were thrown clear by force of impact but the other four were trapped in the wreckage.

Baker and Meads hurried to the scene of the crash and Baker forced his way through a hole in the wrecked plane. He was followed by Meads and they found one of the airmen with two bombs lying across his body and another airman pinned down by a bomb across the lower part of his body. They removed the bombs and, with help, extricated the injured men and carried them to safety.

Baker and Meads showed courage without regard for their own safety.

John DAGG, Shepherd, Kirknewton, Northumberland.

Frank MOSCROP, Shepherd, Kirknewton, Northumberland.

An aircraft crashed and caught fire. Search parties were organised and Dagg and Moscrop set out in what they thought to be the most likely direction. After a strenuous climb in heavy snow a dog located four of the crew sheltering in a crevice. The airmen were unable to tell what had happened to the remaining members of the crew, but warned the men about approaching the wreckage which was on fire and loaded with bombs. A search was made for the missing members of the crew, but without success. Two of the airmen were slightly injured and Dagg rendered what first aid he could and, as all were barefooted, he helped to wrap their feet in material recovered from a parachute. The descent was then attempted, but by this time a blizzard was blowing which rendered visibility practically nil. It proved a difficult task and it was only through dogged perseverance, patience and tenacity of purpose that the rescuers were able to get the four men to safety. Despite their exhausted condition after some seven hours struggle against severe elements, Dagg and Moscrop immediately prepared to make a further search but, owing to the blizzard, the party had to abandon the

attempt for that night. At daybreak on the following day Dagg conducted a party to the scene of the incident and the remains of the two airmen were discovered near the crash.

Dagg and Moscrop showed great courage in facing a blizzard on the Cheviot with constant danger from deep snow-drifts. There is little doubt that their bravery, skill and determination were instrumental in saving the lives of four airmen from death by exposure.

Stephen Gathorne HEBDIGE, Constable, " T " Division, Metropolitan Police.

Reginald Thomas MACDONALD, Special Constable, " T " Division, Metropolitan Police.

Fireguards on duty in a " gas-proof " room were overcome by fumes from a slow combustion stove. One of them managed to reach the Police Station and Macdonald went to the post where he found a man lying unconscious just inside the room. Macdonald tried to drag him out but the man was too heavy so he called for an ambulance. Hebdige then arrived and the two officers went in together. The unconscious man was lifted on to Hebdige's back, carried across the area and up a steep flight of steps to the street level. They then returned to the room, found a second man, and carried him to the street.

By now Hebdige and Macdonald were beginning to feel exhausted but they returned to the room and discovered the third man lying on a bed. By this time the officers were so weak from the fumes that they could only manage to drag the unconscious man out into the fresh air. Although they were almost in a state of collapse the two officers insisted on staying to put the man on the stretcher. They then went with the ambulance to the hospital where they were detained.

U. PHO KET, Ten House Gaung of Laudama Village, An Township, Kyaukpy District, Burma.

A party of Japanese attacked a village and overcame the resistance of the defenders. The enemy were harassed from across the river by a small force under the command of a British Captain. Pho Ket was ordered to get everyone out of the village, which he did, but returned later with seven or eight men who, under his guidance, did good work watching and listening as sentries. The next day when the Japanese shelled the position, Pho Ket again did good work spotting for the snipers.

During the engagement he and his men were exposed to considerable risk and he displayed outstanding coolness and steadiness in leadership. After the action he continued to assist the British force by providing valuable intelligence of enemy movement.

John William SHARP, Farmer, Hambleton, Thirsk.

Joseph William SHARP, Farmer, Hambleton, Thirsk.

An aircraft crashed, caught fire and burning wreckage was strewn about. John Sharp and his son, Joseph Sharp, immediately hurried across snowcovered fields to the scene and heard the shouts of an airman trapped in the mid-upper gun turret of the wrecked machine. Disregarding his own danger from fire and exploding ammunition John Sharp, realising the airman was in danger of being burnt alive, worked

his way through the wreckage below the turret and eventually succeeded in releasing the airman's legs which were trapped in the debris. He then helped his son who meanwhile had climbed to the top of the gun turret and was lifting the injured airman by the shoulders. Together, they succeeded in raising the airman, who had both legs and an arm broken, and carried him clear of the machine. The rescuers then searched for other members of the crew and found the bodies of five airmen beyond aid, and also helped to recover the body of the seventh member from the rear turret. John Sharp and his son, by their courage, resource and tenacity of purpose, saved the life of the injured airman.

COMMENDATIONS.

Those named below have been Commended for brave conduct:—

When aircraft crashed and caught fire:—

William ADAMS, Ironstone Labourer, Sewstern, Nr. Grantham.

Frederick William BAXTER, Farm Labourer, Granby.

Robert William BRANSTON, Farmer, Granby.

Norman BURBRIDGE, Lorry Driver, Wigginton Heath, Banbury.

Reginald John Woodburn DAVIDSON, Second Officer, Air Transport Auxiliary.

Isaac DOLBY, Farm Hand, Granby.

Frederick William DOUBLEDAY, Butcher, Granby.

John DUFFIN, Crane Driver, Skillington, Nr. Grantham.

George GOODLIFFE, Ironstone Labourer, Skillington, Nr. Grantham.

Brian GUNNING, Constable, Surrey Joint Police Force.

Lionel Norman HEAD, Inspector, Surrey Joint Police Force.

Alan Joseph MURRAY, Second Officer, Air Transport Auxiliary.

Maurice NEWTON, Crane Driver, Buckminster, Nr. Grantham.

Ronald Maurice REMNANT, Farmer, Dunsfold, Surrey.

Miss Mabel Hannah SHARP, Farmworker, Hambleton, Thirsk.

Donald Lister SOUTTER, Third Officer, Air Transport Auxiliary.

Herbert Cowper UNDERWOOD, Farm Manager, Duggleby, Yorkshire.

When rescuing a man from a gas-filled inspection pit:—

Alfred WOOD, Tester, Hadfields Ltd., Sheffield.

When rescuing a child from a burning house:—

Wilfred BOOTH, Collier, Kirkby-in-Ashfield.

When an explosion occurred in a ship in dock:—

James Percy MALVERN, Shore Donkeyman, s.s. " Manchester Trader " (Manchester Liners Ltd.)

When arresting an armed miscreant:—

William HAMBLIN, Constable, " D " Division, Metropolitan Police.

When stopping runaway horses:—

George Riddle KIRKUP, Constable, "D" Division, Metropolitan Police.

When a guard fell from a moving train:—

John Harold ATKINS, Detective Sergeant, Portsmouth City Police Force.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

26th June, 1945.

The KING has been graciously pleased to give orders for the undermentioned 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 brave conduct in Civil Defence:—

Awarded the George Medal:—

Albert Martin FARMER, Station Rescue Officer, London County Council Heavy Rescue Service.

Awarded the British Empire Medal (Civil Division):—

David Drew GOODSON, Party Leader, London County Council Heavy Rescue Service.

A house was demolished by enemy action. The first floor collapsed and three people were trapped between the ground and first floors under a pile of debris. The party wall remained standing, but in a very perilous condition. This made rescue work extremely dangerous, and arrangements were made for the N.F.S. personnel to watch this wall continually during the rescue operations.

Farmer decided that it would be necessary to jack up and strut the first floor and to cut the remaining timbers of the ground floor. When this had been done one of the victims was quickly rescued. The entry of air caused the fire which had been burning in the hearth to catch the joists of the first floor behind the other casualties. Members of the N.F.S. stood by continuously to prevent the spread of fire and volumes of dense smoke made rescue work exceedingly difficult. Farmer, helped by Goodson, worked in a small cavity filled with dense smoke and, after nearly an hour, the two victims were released.

Station Rescue Officer Farmer showed great courage and devotion to duty and, with Leader Goodson, was responsible for saving three lives.

Awarded the British Empire Medal (Civil Division):—

William Victor Cook ALCOCK, Sergeant, "S" Division, Metropolitan Police.

A house was destroyed by enemy action. The badly shattered party wall was in a

dangerous state, the floors had collapsed and the ruins were covered with rubble in the middle of which a fire was burning. A voice was heard coming from underneath the heap and Alcock organised a chain of helpers with himself at the head actually moving the debris. In this way he started to tunnel into the heap. After sawing through timber and furniture and tunnelling for about 4 feet, Alcock saw a boy trapped under the joist of the first floor which was forced down to within three feet of ground level. He also saw a man's hands protruding on either side of the little boy. He therefore cleared away rubble until the face of a badly injured man was disclosed. An injection of morphia was given and further removal of debris by Alcock showed that the man was sitting on an overturned chair and that his legs and the boy's were held fast from knee to ankle by floor joists. By removing the stuffing and sawing through the seat of the chair, Alcock was able to raise the man's legs by inches and so release the boy. Another half an hour's work was necessary before he could release the man and pass him out down the tunnel to safety.

Sergeant Alcock showed courage in dangerous circumstances and, by his skill and organisation, saved the lives of two people.

COMMENDATIONS.

Those named below have been Commended for brave conduct in Civil Defence:—

Henry SAMBRIDGE, Sergeant, Hertfordshire County Constabulary.

Gordon Horace George SAXBY, Electrician, Southend-on-Sea.

Oscar Frederick SPARLING, Charge Engineer, Forest Hill Sub-Station, London Passenger Transport Board.

Thomas James Arthur WALKER, Passenger Agent, (Aldersgate), London Passenger Transport Board.

The notice in the London Gazette No. 37120 dated 14th June, 1945, page 3059, regarding the award of the British Empire Medal to Joseph Alfred Lee, is hereby cancelled, it having been ascertained that he died before the date of the award therein mentioned.

The names of the undermentioned shown in Gazette No. 37122, dated 15th June, 1945, are:—

Miss Ivy DRAYCOTT, page 3056.

Robert Young MURRAY, page 3055.

Hugh THOMSON, page 3054.

The name of Ayad GHALI is as now shown and not as stated in Gazette No. 37119 dated 14th June, 1945, page 2968.

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

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1945

Price Sixpence net

S.O. Code No. 65-37149