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**CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD**

*St. James's Palace, S.W.1.
25th June 1946.*

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

- Colin Blore BEDNALL, Daily Mail.
- Christopher Thomas Bede BUCKLEY, Daily Telegraph.
- Richard CAPELL, Daily Telegraph.
- Alexander Graeme CLIFFORD, Daily Mail.
- Frederick Richard DIMBLEBY, British Broadcasting Corporation.
- Arthur Durham DIVINE, Kemsley Newspapers.
- William Downie FORREST, News Chronicle.
- Francis George GILLARD, British Broadcasting Corporation.
- Edward John GILLING, Exchange Telegraph Company Ltd.
- Douglas Henry Jayes HARDY, M.B.E., British Paramount News.
- William Denis JOHNSTONE, British Broadcasting Corporation.
- George KINNEAR, East African Standard.
- Christopher Dittmar Rawson LUMBY, The Times.

Richard Devern Samuel MACMILLAN, British United Press Ltd. (now on the staff of the Evening Standard).

Alexander John Hugh MACWHINNIE, Daily Herald.

Evelyn Aubrey MONTAGUE, Manchester Guardian.

Alan McCrae MOOREHEAD, Daily Express.

Leonard Oswald MOSLEY, Kemsley Newspapers (now on the staff of the Daily Express).

Godfrey Walker TALBOT, British Broadcasting Corporation.

Desmond TIGHE, Reuters Ltd.

David WOODWARD, Manchester Guardian.
For services as War Correspondents.

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

Miss Nona BAKER, British resident in Pahang, Malaya.

For services to the Forces in Malaya.

Awarded the George Medal:—

Botalage Edmund PERERA, House Servant, Kimbulapitiya Estate, Negombo, Ceylon.

An aircraft crashed and immediately burst into flames. Perera was among the first to arrive on the scene, and in spite of the fact that he had not even seen an aeroplane before, other than in the air, he immediately attempted to rescue the crew. At this time the flames were rising to a height of sixty feet. He found one member of the crew lying near the aircraft and dragged him to safety. He then entered the wreckage and dragged another man clear. He found a further member of the crew who was

strapped into the aircraft, and cut the straps and released him. While he was so doing one of the petrol tanks exploded and the fire increased greatly in intensity, but when he saw a foot protruding from the wreckage he once again went in and dragged yet another airman clear of the flames.

Perera showed outstanding courage and complete disregard of his own safety.

Awarded the British Empire Medal (Civil Division):—

Thomas WHEATMAN, Under Manager, Loftus Ironstone Mine, Yorkshire.

G. H. DALE, Deputy, Loftus Ironstone Mine, Yorkshire.

A fall of roof occurred in a mine and three men were trapped.

Wheatman and Dale immediately went to the scene and one man was quickly released. The other trapped men were heard calling for help and Wheatman and Dale went over the fall and commenced rescue operations. They removed heavy stones and timber, but when one man was reached he appeared to be dead. Wheatman and Dale redoubled their efforts to reach the remaining victim who was lying, face down, on the wet floor and in danger of suffocation. Their work of rescue was interrupted by further falls and on two occasions they had to cover the casualty with timber to prevent further injury to him. The rescue work was carried on although there was imminent danger of the collapse of the roof above them, but after three hours work the man was rescued alive and removed to a place of safety.

Wheatman and Dale showed courage without thought for their own safety.

KING'S COMMENDATIONS FOR BRAVE CONDUCT

G. KNIGHT, Deputy, Loftus Ironstone Mine, Yorkshire.

James EASTON, Overman, Loftus Ironstone Mine, Yorkshire.

For services when an accident occurred in a mine.

BAHARUM BIN MAT, Office Keeper, Postal Headquarters, Kuala Lumpur.

Matthew CUNICO, Lighthouse Keeper, Raffles, Malaya.

Miss Isabel JALLEH, Chief Supervisor, Telephone Exchange, Penang.

For services during the enemy occupation of Malaya.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

25th June 1946.

The KING has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire 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:—

Leslie COOMBES, Esq., Chief Engineer Officer, s.s. "Willesden," (Watts Shipping Company Ltd.).

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

John Waters GARDINER, Esq., Chief Officer, s.s. "Willesden," (Watts Shipping Company Ltd.).

The s.s. "Willesden," sailing from New York to the Mediterranean was attacked by a German raider. Evasive action was taken but the ship was badly damaged by shellfire, which caused the deck cargo of aviation spirit to ignite. The Chief Officer went aft to engage the raider with the ship's gun, but the fire on board spread rapidly and the ship had to be abandoned. The Master and crew were made prisoners and the ship was torpedoed by the raider and sunk.

The Chief Engineer Officer and Chief Officer fully supported the Master in fighting back at the enemy, and displayed outstanding courage and devotion to duty.

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

Captain John Anthony HUGHES, Master, s.s. "Portia," (Coast Lines Ltd.).

A tanker struck a mine and immediately caught fire. Although the sea was covered with blazing spirit over a large area, the s.s. "Portia" which was following in the wake of the vessel, at once lowered a boat. Five survivors were picked up in spite of grave danger from the burning spirit, which continued to spread rapidly.

Captain Hughes displayed coolness and courage in manoeuvring his ship, which was carrying ammunition, into the danger area and in directing the rescue operations in spite of the grave risk.

KING'S COMMENDATIONS FOR BRAVE CONDUCT.

Percival Robert AUSTRIAN (deceased), Boat-swain, s.s. "Shirvan," (Baltic Trading Company Ltd.).

Captain Richard David GRIFFITHS, O.B.E., Master, s.s. "Willesden" (Watts Shipping Company Ltd.).

John Edward JOHNSTON, Esq., Fourth Engineer Officer, s.s. "Shirvan" (Baltic Trading Company Ltd.).

Stanley George JUNNI (deceased), Carpenter, s.s. "Shirvan," (Baltic Trading Company Ltd.).

Francis Lacey MAIN, Esq., Chief Officer, s.s. "Shirvan," (Baltic Trading Company Ltd.).

For services when their ships encountered enemy ships, submarines or aircraft.

*Ministry of Transport,
Berkeley Square, S.W.1.*

25th June, 1946.

The KING has been graciously pleased, on the recommendation of the Minister of Transport, to make the following award.

The Silver Medal for Gallantry in Saving Life at Sea:—

John Robert HARLAND, Lifeboatman, Whitby No. 1 Lifeboat, The Royal National Lifeboat Institution.

On 23rd February, 1946, the Whitby No. 1 Lifeboat was escorting into harbour, fishing boats which had been overtaken by a strong gale. On the lifeboats fourth trip to sea, her crew noticed that, when the fishing boat "Easter Morn" was crossing the harbour bar, spectators on the pier suddenly began to gesticulate. The crew realised that a man was overboard and the Lifeboat went full speed ahead to his assistance. As

the Lifeboat approached the man, engines were stopped and a lifebuoy was thrown to him, but he made no attempt to get hold of it. He drifted astern and it was seen that he was unconscious. Without hesitation Lifeboatman Harland jumped overboard, wearing oilskins and a lifebelt, and swam to the man. A lifebuoy with line attached was thrown to him which he managed to grasp. He then supported the unconscious man until the Lifeboat was manoeuvred into position to haul the two men on board.

The rescue took place in heavy breaking seas between the stone walls of two piers only eighty yards apart, and there was considerable risk of Harland being dashed against the piers or the lifeboat.

Lifeboatman Harland displayed great courage in plunging overboard, heavily clad, into a rough sea, and it was due to his gallant action that the man who was washed overboard was saved.

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