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CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

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

26th August, 1947.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division) to the undermentioned:—

Leading Air Mechanic (E) Frank James Edward FAREN DEN, Lee/FX.87131.

At 12.41 on Thursday, 13th February, 1947, during air exercises in the Moray Firth, an aircraft whose pilot was undergoing initial deck landing training crashed into the port stanchion of Number One Barrier, in H.M.S. Vengeance.

After the aircraft crashed and immediately caught fire Leading Air Mechanic Farenden was tending a hose on the flight deck on the forward (and windward) side of the aircraft. He went round to the after side, which was then in flame and smoke, and took over a hose, which had just been run out, from the Deck Landing Control Officer, who was organising the fire-fighting on this side of the aircraft. This hose was directed on to the port side of the cockpit and main tank. Farenden realising that it was important to shut the fuel cock, as it appeared that the fire was being fed from fuel running out of the main tank to broken connections at the back of the engines, leant into the cockpit but found that the flames prevented him from reaching the fuel cock. After directing the hose into the burning cockpit for a short time, he tried again and succeeded in reaching the fuel cock and shut it off. Having shut off the cock he climbed over the aircraft on to the starboard side of the cockpit, directed the hose into the cockpit and down the back of the pilot's seat on to the forward side of the main tank. Subsequently it was found that the fuselage immediately to port of the main tank had been largely burnt away which indicated that there had been a very considerable actual risk to the main tank.

Farenden was dressed in flight deck overalls, balaclava and flight deck helmet, and therefore not adequately equipped for close fire-fighting. His courage in deliberately going to the source of a petrol fire when he well realised the imminent danger of a conflagration, was of a very high order.

ADMIRALTY.

Whitehall, S.W.1.

26th August, 1947.

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decorations bestowed by the King of Norway in recognition of services rendered to Norway during the war:—

King Haakon VII Liberty Cross.

- Admiral Sir Colin CANTLIE, K.B.E., C.B., D.S.C. (Retired).
- Admiral Sir Robert Henry Taunton RAIKES, K.C.B., C.V.O., D.S.O. (Retired).
- Rear Admiral Ernest Russell ARCHER, C.B., C.B.E.
- Rear Admiral Frederick Arthur BUCKLEY, C.B. (Retired).
- Rear Admiral Henry Jack EGERTON, C.B.
- Rear Admiral Sir Cloudesley Varyl ROBINSON, K.C.B. (Retired).
- Rear Admiral Eric Gascoigne ROBINSON, V.C., O.B.E. (Retired).
- Captain (Commodore 2nd Class) Peter Grenville Lyon CAZALET, D.S.O., D.S.C., Royal Navy.
- Captain Godfrey Noel BREWER, D.S.O., Royal Navy.
- Captain Hugh Christopher BROWNE, C.B.E., D.S.O., Royal Navy.
- Captain Robert Alexander CURRIE, D.S.C., Royal Navy.
- Captain Roualeyn Duncan Foster FORBES, Royal Navy (Retired).
- Captain Reginald Stannus GOFF, C.B.E., D.S.O., Royal Navy (Retired).
- Captain Guy HAMILTON, Royal Navy (Retired).