



THIRD SUPPLEMENT TO The London Gazette

OF FRIDAY, 12th MAY, 1950

Published by Authority

Registered as a newspaper

TUESDAY, 16 MAY, 1950

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

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

16th May, 1950.

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 those specially shown below as having received an expression of Commendation for their brave conduct.

Awarded the George Medal:—

George Washington GRIFFITH, Tailor, Belize, British Honduras.

A small house caught fire and Griffith, who saw the blaze and knew a man was sleeping in the house, tried to enter by the front door. This was locked however and he had to force it open.

When he did so he found the room blazing fiercely with flames going up through the roof. A gasoline lamp was alight and an open drum of kerosene was nearby. The occupant was unconscious and in danger of being burned to death.

Griffith entered the room and as he did so the lamp exploded. He was temporarily blinded and his clothes caught fire. His hands and face were badly burned but he stumbled around the blazing room until he found the other man and managed to get him out of the building.

Griffith displayed extreme courage and complete disregard of his own life in effecting the rescue.

Captain Ian Richard HARVEY, D.F.C., Pilot, British European Airways Corporation. (Pinner, Middlesex.)

On the evening of the 13th April, 1950, Captain Harvey was in command of a B.E.A. Viking aircraft flying from Northolt

to Paris with twenty-seven passengers. At 3,500 feet, 20 miles south of Hastings, over mid-channel, an explosion occurred in the rear toilet compartment, extensively damaging the aft end of the aircraft and seriously injuring the stewardess. Both sides of the rear of the fuselage and the internal door to the control cabin were blown out and the toilet compartment, pantry and neighbouring area were destroyed. All flying controls at the tail end were completely severed, except for the main elevator control which was badly crippled, and the elevators themselves were partly jammed. The resultant effect of the damage also made the aileron controls inefficient.

With extreme coolness Captain Harvey regained control of his aircraft and was able to turn the machine back to Northolt. When an attempt was made to alight in the darkness the damaged controls made necessary an overshoot procedure and a second circuit. In addition to the useless rudder, only partial elevator control could be secured and it required all the strength of the pilot coupled with superb skill before the Viking was landed successfully without injury to any of the passengers.

In the face of this very grave emergency, the action of Captain Harvey is worthy of the highest praise. The complete loss of the aircraft and all its company was avoided only as a result of his courage and the high skill and presence of mind with which he handled the seriously damaged machine.

Awarded the British Empire Medal (Civil Division):—

James Maul FLEMMING, Leading Fireman, London Fire Brigade. (Camberwell, S.E.5.)

When a fire broke out in the Flower Market at Covent Garden, Fireman Flemming, wearing breathing apparatus, entered the basement by way of a goods conveyor shaft

and was working on the fire when he heard an appeal for help. With some difficulty he located the caller, another member of the Fire Brigade, who was in a state of partial collapse and unable to walk unaided. Fireman Flemming half pushed and half carried the man to the foot of the conveyor shaft but in doing so dislodged the nose clip of his own breathing apparatus set, which resulted in his inhaling considerable quantities of smoke. He succeeded, however, in lifting his colleague on to the bottom of the conveyor shaft which was about 3 ft. 6 ins. from ground level but by this time was himself in a state of collapse. Knowing that he would be unable to complete the rescue alone, he climbed up the conveyor shaft to the street and obtained the help of other firemen. He then collapsed.

Fireman Flemming displayed great determination and courage in particularly hazardous circumstances.

Leonard MOORE, Police Constable, Wiltshire County Constabulary. (Stapleford, nr. Salisbury.)

Police Constable Moore was patrolling alone in a police wireless car when he saw a lorry which had been reported as missing. He sent details to Headquarters and on overtaking the vehicle requested the driver to stop. The driver, however, steered the lorry towards the police car and forced it off the road. The Constable quickly went in pursuit, and as the police car again neared the lorry a 10-gallon oil drum and 4-gallon petrol can were thrown over the tailboard and Moore had to stop his car to remove them. An attempt was made by a second police car to stop the lorry at a road junction but the driver deliberately drove at the two police officers who had to jump clear.

Constable Moore continued the chase for several miles and eventually he was able to overtake the lorry. To prevent it from passing he steered to the right but the

driver drove straight on and hit the side of the police car. The impact forced the lorry on to the grass verge and into a ditch. A second police car had by this time reached the spot and the two men who were in the lorry were arrested.

Police Constable Moore displayed courage, determination and outstanding devotion to duty in pursuit of the criminals.

Raymond Kenneth WRIGHT, Mate, s.t. "Mildenhall". (Immingham, Lincolnshire.)

The s.t. "Mildenhall" was wrecked in bad weather near Cape Nyemetske on the North Russian Coast.

The rescue operations, which were carried out by H.M.S. "Romola", were made possible by the courage, coolness and ability of Mate Wright. He was responsible for maintaining the morale of the crew and it was largely due to his leadership and initiative that the operations were successfully carried out without loss of life.

KING'S COMMENDATIONS FOR BRAVE CONDUCT

Wilfred Illingworth INESON, Chief Chemist, Birkshall Gas Works, North Eastern Gas Board. (Bradford.)

Frederick Jenning WADSWORTH, Relief Shift Engineer and General Assistant, Birkshall Gas Works, North Eastern Gas Board. (Bingley.)

For services when rescuing a man from a pit containing coal gas.

KANGOGA, Native of Kariba Gorge, Southern Rhodesia.

MOHEUKE, Native of Kariba Gorge, Southern Rhodesia.

For services when a landslide occurred in the Kariba Gorge, Southern Rhodesia.

Hugh Lloyd ABBIT, Assistant Divisional Officer, London Fire Brigade. (East Dulwich, S.E.22.)

For services when a fire broke out in the basement of the Flower Market at Covent Garden.

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

To be purchased directly from H.M. Stationery Office at the following addresses:

York House, Kingsway, London, W.C.2; 13a. Castle Street, Edinburgh, 2;

39 King Street, Manchester, 2; 2 Edmund Street, Birmingham, 3;

1 St. Andrew's Crescent, Cardiff; Tower Lane, Bristol, 1;

80 Chichester Street, Belfast

OR THROUGH ANY BOOKSELLER

1950

Price Sixpence net

PRINTED IN GREAT BRITAIN

S.O. Code No. 65-38913