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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

6th October, 1953.

The QUEEN has been graciously pleased to make the undermentioned award:—

GEORGE CROSS.

David BROADFOOT (deceased), Radio Officer, m.v. "Princess Victoria". (Stranraer.)

"Princess Victoria" left Stranraer on the morning of 31st January, 1953, carrying 127 passengers for Larne. After leaving Loch Ryan she encountered north-westerly gales and squalls of sleet and snow. A heavy sea struck the ship and burst open the stern doors and sea water flooded the space on the car deck causing a list to starboard of about 10°. Attempts were made to secure the stern doors but without success. The Master tried to turn his ship back to Loch Ryan but the conditions were of such severity that the manoeuvre failed. Some of the ship's cargo shifted from the port to the starboard side and this increased the list as the crippled vessel endeavoured to make her way across the Irish Sea.

From the moment when "Princess Victoria" first got into difficulties, Radio Officer Broadfoot constantly sent out wireless messages giving the ship's position and asking for assistance. The severe list which the vessel had taken, and which was gradually increasing, rendered his task even more difficult. Despite the difficulties and danger he steadfastly continued his work at the transmitting set, repeatedly sending signals to the coast radio station to enable them to ascertain the ship's exact position.

When "Princess Victoria" finally stopped in sight of the Irish Coast her list

had increased to 45°. The vessel was practically on her beam ends and the order to abandon ship was given. Thinking only of saving the lives of passengers and crew, Radio Officer Broadfoot remained in the W/T cabin, receiving and sending messages although he must have known that if he did this he had no chance of surviving. The ship finally foundered and Radio Officer Broadfoot went down with her. He had deliberately sacrificed his own life in an attempt to save others.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

6th October, 1953.

The QUEEN 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 those specially shown below as having received an expression of Commendation.

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

Captain James Alexander BELL, Master, "Lairdsmoor". (Portavogie, Co. Down.)

David BREWSTER, Skipper of fishing trawler "Eastcotes". (North Fleetwood.)

Captain James KELLY, Master, "Pass of Drumochter". (Carnlough, Co. Antrim.)

Captain Hugh Angus MATHESON, Master, "Orchy". (Glasgow.)

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

William McCONNELL, Coxswain, Portpatrick Lifeboat. (Stranraer.)

Hugh NELSON, Coxswain, Donaghadee Lifeboat. (Donaghadee.)

"Princess Victoria" left Stranraer on the morning of 31st January, 1953, carrying 127 passengers for Larne. After leaving Loch Ryan she encountered north-westerly gales and squalls of sleet and snow. A heavy sea struck the ship and burst open the stern doors and sea water flooded the space on the car deck causing a list to starboard of about 10°. Attempts were made to secure the stern doors but without success. The Master tried to turn his ship back to Loch Ryan but the conditions were of such severity that the manoeuvre failed. Some of the ship's cargo shifted from the port to the starboard side and this increased the list as the crippled vessel endeavoured to make her way across the Irish Sea.

The coastal tanker "Pass of Drumochter" heard over her radio that "Princess Victoria" was in difficulties and Captain Kelly immediately put to sea with all speed, and blew blasts on the ship's whistle to attract the attention of the Master of "Lairdsmoor". The message was also picked up by "Orchy". "Lairdsmoor" had 100 head of cattle on board and "Orchy" was practically in ballast and for that reason very vulnerable to the elements, but Captain Bell and Captain Matheson at once put to sea. After leaving the shelter of Belfast Lough the vessels were almost overwhelmed in the very heavy seas. There was a strong north-westerly gale blowing and frequent squalls of snow and sleet reduced visibility at times to nil. In company with "Orchy" and "Lairdsmoor", "Pass of Drumochter" swept the area by the Cope-lands for traces of the distressed ship. At 2.45 p.m. "Orchy" ran into boats and wreckage from "Princess Victoria" and at once called the other ships.

The trawler "Eastcotes" was sheltering in Belfast Lough when she heard that "Princess Victoria" was in dire distress and about to abandon ship. Skipper Brewster at once decided to weigh anchor and sail for the position given in the hope of locating her. "Eastcotes" eventually arrived at the position of the disaster between 3 p.m. and 3.30 p.m. having been guided by the radio call when "Orchy" located the wreckage. While endeavouring to pick up survivors from buoyant apparatus and wreckage, Skipper Brewster was alone on the bridge handling his ship whilst the crew were stationed along the deck ready to assist survivors. One man and six bodies were picked up and "Eastcotes" continued the search until 6 p.m. when she returned to her former anchorage.

Due to the weather conditions it was not possible to launch boats from any of the rescuing vessels. Despite the difficulties, however, attempts were made to get survivors aboard the vessels and oil was pumped on to the sea.

Meanwhile the Donaghadee Lifeboat, under the charge of Coxswain Nelson, and

the Portpatrick Lifeboat, under the charge of Coxswain McConnell, were launched in a gale of hurricane force and very rough seas. The Lifeboats reached the scene of the disaster at 3.15 p.m. and rescued 33 people from lifeboats and rafts and then continued to search for survivors. The Donaghadee Lifeboat went out again at night and at 7 a.m. the following morning and searched the area until nightfall.

Awarded the George Medal:—

George Edward DORSETT, Constable, Metropolitan Police. (Chingford, E.4.)

Edward Norman SNITCH, Constable, Metropolitan Police. (Chingford, E.4.)

The manager of a firm at Hackney saw three men acting suspiciously just below his window. He informed the police and Constables Snitch and Dorsett, together with another Constable, went to the scene in a police car. On arrival they saw two men being pursued. The police car chased after the two men who ran across a bombed site. The car was driven across the rough ground as far as possible and while Constable Dorsett remained behind, Snitch and the other Constable jumped out and followed the men, who separated. Constable Snitch when about five yards behind one man called on him to stop. The man turned round, threatened the Constable and then reached under his raincoat with his right hand, pulled out a revolver and fired at the officer. The bullet grazed the right side of Snitch's face and he stumbled and fell to his knees. Constable Dorsett, believing Snitch to be shot, jumped from the car and ran towards the criminal. As he did so Snitch got up and, with Dorsett, closed with the man, who fired two more shots. Dorsett got hold of the man's head whilst Snitch grasped the weapon and wrenched it away. The revolver was found to contain three spent and three live cartridges. Although fired at, the two Constables persisted in the pursuit of an armed and reckless criminal.

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

Cecil CAREY, Station Officer, Berkshire and Reading Fire Brigade. (Newbury.)

A fuel tanker containing approximately 3,600 gallons of jet fuel became out of control whilst approaching the village of Lambourn, skidded violently, collided with and partially demolished three shops and overturned in the road. The jet fuel poured out of the tanker, ignited immediately, ran down the road, penetrated the storm water sewers and entered the River Lambourn, leaving in its wake a trail of fire which involved a pair of thatched cottages and eight other premises.

Station Officer Carey, who was in control of fire fighting operations, was told that the driver of the tanker was still in the cab and that rescue operations had been impossible owing to the intense heat. Without any hesitation Carey, protected by a salvage sheet, instructed a man to play a spray jet on to him and advanced towards the petrol tanker in an attempt to save the driver. With much difficulty and in the face of intense heat from the fire, Carey recovered the driver of the

tanker who, unfortunately, was found to be dead.

Station Officer Carey acted in accordance with the highest traditions of the Fire Service.

William DOBLE, Underground Repairer, Bedwas Colliery, National Coal Board, South Western Division. (Caerphilly.)

An explosion occurred at Bedwas Colliery and twenty men were burned and one fatally injured.

Doble was one of those caught by the explosion and was knocked down and severely burned. In spite of his injuries he immediately took charge and saw to the comfort of the persons who were working in the vicinity. He rendered assistance to the injured men and extinguished burning paper and clothing.

The atmosphere was smoky, with fires burning, and there was the danger that another explosion might occur but it was only when Doble had travelled the whole of the district and had seen everybody else out of it, that he consented to receive first aid treatment himself. He was then carried to the surface and from there to hospital, suffering from severe injuries to the face, chest, hands and arms.

William Edmund DRINKWATER, Farmer, Hanley Castle, near Malvern.

Two men were cleaning out a well 31 feet deep and 3 feet in diameter. One of the men descended a ladder into the well and tested the clearness of the air by means of a lighted candle. When about half way up on his way to the top he suddenly fell from the ladder to the bottom of the well. The second man immediately went down the ladder where he found the unconscious man at the bottom with part of his face under water which was then about 18 inches deep. He shouted for help and was heard by Drinkwater who ran to the well and lowered a rope, but by this time both men in the well were unconscious. Drinkwater immediately fastened a rope around his waist and went down the ladder.

He did not know how much water was in the well, so hung head downwards from the rungs, unfastened the rope around his own body and tied it to the man whose face was in the water. With the help of three women at the top of the well who turned the winch, Drinkwater managed to manoeuvre the unconscious man to the top. The other man was rescued by the Fire Brigade.

Drinkwater was affected by the fumes but all three men recovered after treatment.

Thomas MURRAY, Sewer Cleaner, Glasgow.

Seven men were cleaning a sewer, 3 feet in diameter, 15 feet below Walkinshaw Street, Glasgow. Three of them were in the sewer and four were stationed at the opening of the shaft.

Two of the men ascended to street level expecting to be followed by the third. When the latter did not appear after a few seconds, his colleagues shouted down the shaft, and then saw him lying collapsed at the shaft bottom. They immediately went down the shaft again but they too collapsed. When there was no response to further shouting the workers on the surface hurriedly removed

manhole covers 30 to 50 yards distant on either side of the shaft to help disperse any noxious fumes present in the sewer.

Murray, the leader of the squad, who had been working at the surface, immediately descended to the sewer and found the three men, lying face upwards and unconscious with their heads almost completely submerged in about 12 inches of water and silt. He called to the surface for assistance and then, although himself affected by the fumes, he raised and managed to support the heads of the three men above water. Another member of the squad then descended the shaft, reached Murray and the others and fixing a rope around one unconscious man, had him hauled to the surface, and then himself climbed up. Fire Brigade units arrived and while firemen administered oxygen to the rescued man, others went down the shaft to the sewer where Murray, almost exhausted, was still supporting the other two men. Lines were obtained and the two unconscious men were pulled to the surface.

The promptitude, tenacity and courage shown by Murray undoubtedly saved the lives of his fellow workmen.

QUEEN'S COMMENDATIONS FOR BRAVE CONDUCT.

George Kenneth Frank BALDWIN, Constable, Metropolitan Police, (Woodford Green, Essex.)

For services when two dangerous criminals were arrested.

Robert Henry DAVIES, Farmer, Hanley Swan, Malvern.

Daniel Thomas JAKEMAN, Sub-Officer, Worcester City and County Fire Brigade. (Upton-on-Severn.)

For rescuing a man overcome by fumes in a well.

David Ben GILBERT, Constable, Metropolitan Police. (Battersea, S.W.11.)

For stopping a runaway horse.

Samuel Mugo GITHU, Trader and Transporter, Kenya.

Kamau s/o KARIGITHE, Headman, Kenya.

Laban KIMANI, Member, Home Guard, Kenya.

Rukwaro MUTUNGU, Sub-Headman, Kenya.

Joel Murega NGOBIA, Supervisor, Presbyterian Church of East Africa Schools, Kenya.

For services during attacks by terrorists in East Africa.

William Samuel Theodore HARRIS, Sub-Officer, Berkshire and Reading Fire Brigade. (Lambourn.)

For services when a fuel tanker overturned and caught fire.

Charles Edwin HEASMAN, Sergeant, County Borough of Eastbourne Police. (Eastbourne.)

For rescuing a dog from a cliff.

Alexander Adolphus Dumphries HENSHAW, M.B.E., Sutton-on-Sea, Lincolnshire.

For helping to rescue persons during floods in Lincolnshire.

George Gloucester JENNER, Tool Fitter, Department of Government Transport, New South Wales.

For preventing a boiler explosion.

David PHILLIPS, Sewer Cleaner, Glasgow.

John YOUNG, Sewer Cleaner, Glasgow.

For services when a man was overcome by fumes in a sewer.

Clarke Edmund TROTT, Sergeant, Devon Constabulary. (Sidmouth.)

For rescuing a youth trapped on a cliff.

Derek Alan WETTON, Shunter, Park Gate Iron and Steel Company, Ltd. (Rotherham.)

For services when an accident occurred during shunting operations.

Tom WILLIAMS, Constable, Metropolitan Police. (Fulham, S.W.6.)

For stopping a runaway horse.

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