

injuries. He died in hospital a week later. Mr. Spillett sacrificed his life in an effort to save that of a neighbour.

CENTRAL CHANCERY OF
THE ORDERS OF KNIGHTHOOD

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

29th June 1965.

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 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 brave conduct.

To be an Additional Officer of the Civil Division of the Most Excellent Order of the British Empire, for Gallantry:

Hugh Christopher Henry MEREWETHER, Deputy Chief Test Pilot, Hawker Siddeley Aviation Ltd. (Chilwood, Surrey.)

Mr. Merewether was carrying out a flight test of an aircraft which included diving the aircraft at supersonic speed and reducing power abruptly during the dive to investigate engine behaviour under exacting conditions. A supersonic dive was commenced from 42,000 ft. over the sea in the Isle of Wight area. On reaching approximately 28,000 ft. a complete engine failure occurred, followed rapidly by intensive vibration, explosive noises and a strong smell of burning in the cockpit, indicating that the engine was breaking up internally. Although he was aware that at any moment the aircraft could burst into flames, Mr. Merewether determined, in the highest traditions of test piloting, to stay with the aircraft and land it if it was humanly possible to do so. A layer of cloud covered the coast but he headed in the direction of R.A.F. Thorney Island and, after seeing the airfield momentarily through a gap in the clouds, he executed a superbly judged forced landing. A fire in the aircraft was subsequently extinguished. Mr. Merewether would have been fully justified in abandoning the aircraft when partial engine disintegration was evident; he knew that if he did so the cause of failure might never be discovered. As it was his great achievement in getting the aircraft back on the ground for examination resulted in the fault being found within three days, enabling evaluation trials to continue. This incident demanded not only outstanding ability but also coolness and courage in the face of considerable personal danger. By his calm acceptance of the risks and his skill in saving this aircraft he has made an invaluable contribution to a project of high national and international significance.

To be Additional Members of the Civil Division of the Most Excellent Order of the British Empire, for Gallantry:

Captain Norman James ATKINSON, Mooring Master, Kuwait Oil Company, Ahmadi, Kuwait.

Captain Frank Harvey WALTON, Mooring Master, Kuwait Oil Company, Ahmadi, Kuwait.

A Liberian tanker was nearing completion of loading alongside the pier at Mina al Ahmadi,

when a fire occurred on board. The first flash killed two and incapacitated all the deck officers, the Chief Engineer and the deck crewmen. After a second flash had caused burns to a group of firefighters it was decided to tow the vessel away from the pier in view of the limited success of the firefighting efforts and the danger of explosion. All firefighting personnel left the ship and Captain Atkinson and Captain Walton boarded the burning vessel to take charge of the towing operation. They released the moorings and a tug commenced the tow, while other tugs stayed alongside and continued to fight the fire. When about 1½ miles north of the pier there was a renewed flare up and Captains Atkinson and Walton decided to release the tow and anchor. The anchor gear proved faulty and the starboard anchor and chain were lost, whilst the port anchor chain fouled in the hawse pipe. Meanwhile the towing tug had received instructions to tow the burning vessel 5 miles out as an explosion of the full cargo of oil on board could still have endangered the pier and other tankers in the port. By this time, there was no steam available to work the deck machinery, so Captain Atkinson with Captain Walton handled a towline on board from a tug. An additional tug had also arrived on the scene and was connected in the same manner. The line to one of the tugs parted, fatally injuring one of her crew, but Captains Atkinson and Walton were able to reconnect the tow and towing was resumed. Other tugs alongside continued to fight the fire. The deck fire was extinguished and the crews from two tugs boarded the ship and put out the fire in the accommodation. At noon the vessel was brought to anchor five miles off the pier. Captain Atkinson and Captain Walton were alone for nearly three hours on a vessel momentarily expected to explode and by their actions averted the possibility of a major disaster.

Awarded the George Medal:

Donald SMITH, Writer, London N.W.1.

Awarded the British Empire Medal for Gallantry (Civil Division):

William Eirwyn Thomas GRIFFITHS, Dairyman London N.W.1.

Fourteen youths had been drinking at Kentish Town and had travelled in a van to Regents Park Road to a flat where two of them had been invited. They were in an extremely rowdy mood shouting and swearing. The fourteen were refused entry to the flat and some of them immediately attacked the occupier. Others went to a dairy opposite, and from crates left outside, began to bombard the flat with milk bottles, resulting in all the windows being broken, also the window of the shop next door. Some of the youths were attacking the occupier of the flat, some were throwing dozens of bottles and all were shouting, swearing and milling about. Although there were several onlookers, it appears they were all too frightened to interfere. In an endeavour to protect his property, the dairyman, Mr. Griffiths, went into the street where he was immediately attacked by being butted, kicked and knifed in the groin. Mr. Smith and his friend were the occupants of a third floor flat and hearing the noise of breaking glass and shouting, looked out of the window and saw Mr. Griffiths was on the ground being kicked. Smith