



SECOND SUPPLEMENT TO
The London Gazette
 of Monday, 8th October 1973

Published by Authority

Registered as a Newspaper

TUESDAY, 9TH OCTOBER 1973

HONOURS AND AWARDS

**CENTRAL CHANCERY OF
 THE ORDERS OF KNIGHTHOOD**

St. James's Palace, London S.W.1
 9th October, 1973

The QUEEN has been graciously pleased to give orders for the undermentioned appointments to the Most Excellent Order of the British Empire, and to approve the awards of the George Medal and the British Empire Medal for Gallantry (Civil Division) 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 Member of the Civil Division of the Most Excellent Order of the British Empire for Gallantry:

Charles Edward FULLER, Master, m.v. "Teesfield",
 Hunting & Son Ltd., London.

After discharging her cargo of petroleum at Amsterdam the m.v. "Teesfield" had berthed at the nearby tanker cleaning installation for the cargo tanks to be cleaned and gas-freed to enable certain repairs to the vessel's shell plating to be carried out. The cleaning installation has only one jetty and, as this was already occupied by a small barge, "Teesfield" was berthed with the barge between it and the jetty. The cargo tank tops were opened and fans fitted in order to blow out the gas. Hoses were also fitted to the cargo pumps so that the large quantity of residue from the previous cargo and the oily tank washings could be pumped ashore. Some hours later a muffled explosion was heard and flames were seen which appeared to be coming from between the barge and the jetty. Captain Fuller

went on deck where it was apparent that because of the rapid spreading of the flames the vessel was in great danger and was liable at any moment to explode with devastating effect. Captain Fuller immediately decided to get the vessel away from the jetty. All personnel were quickly mustered and given their orders; all except four ratings were sent ashore and then the tank tops were closed, hoses disconnected from the cargo pumps, the engineroom staff stopped the pumps and opened the master valve to allow the steam smothering to enter the cargo tanks to reduce the risk of explosion. The fire spread so quickly that the whole jetty was burning, but the vessel's engines were ready and when the last mooring rope was cut it started to move into the river and was manoeuvred so that as soon as the tugs arrived the towropes could be connected. Had the vessel not been moved away from the jetty there is little doubt that it would have exploded with great violence causing widespread damage throughout the neighbourhood and taken a heavy toll of human life. By successfully moving a vessel of this size from the danger area in a little over ten minutes, Captain Fuller displayed coolness, skill and courage of a very high order.

To be an additional Member of the Civil Division of the Most Excellent Order of the British Empire for Gallantry:

Hubert Patrick HOUSTON, Master, m.v. "Harmattan",
 J. & C. Harrison Ltd., London.

George Medal

Donald MCPHREE, Junior Engineer, m.v. "Harmattan",
 J. & C. Harrison Ltd., London.

David ROBINSON, Catering Boy, m.v. "Harmattan",
 J. & C. Harrison Ltd., London.

During the Indo-Pakistan confrontation the m.v. "Harmattan" was at anchor at an outer anchorage awaiting a berth from which to discharge her cargo, when an attack from the sea was launched by naval forces and "Harmattan" was struck by a guided missile which wrecked the crew accommodation, killed six members of the crew and injured seven others. The accommodation and the cargo below was set on fire and within minutes the whole mid-ship superstructure became a raging inferno of intense heat and thick smoke. When the missile struck, Mr. McPhee and Mr. Robinson were in their cabins which caught fire. The hot water pipes passing through Mr. McPhee's cabin fractured and severely scalded him, but through the jagged and torn steelwork caused by the entry of the missile he saw the ship's Electrical Officer clinging to an obstruction in a shattered opening in the engine-room casing. Without regard for his own safety and the aggravation to his injuries by the almost unbearable heat of the fire, he went to the Electrical Officer's aid, assisted him past the obstruction, over the wreckage, back through his cabin and out on to the comparative safety of the main deck; his action undoubtedly saved the man's life. Mr. Robinson escaped from his burning cabin into the working alleyway, only to find that this too was on fire. As with great difficulty he was making his way aft he found the Second Engineer Officer and one of the ratings lying seriously injured in the alleyway. Despite many difficulties he assisted one of them a distance of 25 feet out on to the deck at the aft end of the alleyway. Although by now the fire had intensified and the smoke was almost suffocating, he re-entered the alleyway and returned to where the other man was lying and got him out on to the deck aft. Unfortunately the Second Engineer Officer died from his injuries while being taken ashore in one of the ship's lifeboats. When Captain Houston found that members of his crew were missing, he made several gallant attempts to reach them in the wrecked accommodation, but each time was driven back by intense heat and suffocating smoke. When forced to abandon these efforts he coolly and efficiently mustered the remaining crew members, including the injured and shepherded them into the two ship's lifeboats which he had had swung on their davits in readiness for any emergency. On shore conditions were chaotic because of continual air raids, but he led his men to a place of comparative safety and, despite disorganisation of the local services, he got the injured men transported to hospital. This final action undoubtedly saved the life of the seriously injured engine-room rating. Captain Houston, Mr. McPhee and Mr. Robinson behaved with outstanding courage and showed a complete disregard for the safety of their own lives; but for their actions the loss of life in this incident could easily have been much greater.

George Medal

Bernard Frederick AUST, Probationary Constable, New South Wales Police Force.

Constable Aust was on guard duty one evening at a foreign Consulate in Woollahra when he saw a man loitering in the shadow of some trees. He immediately challenged the man who pointed a loaded, single barrel shotgun at his back, grabbed him by the collar and ordered him to walk to the front door of the Consulate. The man pushed him violently forward causing the barrel of the shotgun to protrude past his back, almost shoulder high. This enabled the Constable to

strike the barrel of the weapon with his right elbow and take hold of it pointing the barrel in an almost vertical position and as he struggled to gain possession of the weapon, it discharged harmlessly into the air. This caused the man to lose his balance but he regained his feet immediately and produced a sharply pointed knife with which he viciously attacked the Constable, stabbing him in the neck and shoulders as the Constable fought him off with the butt of the shotgun. The man attacked with such ferocity that Constable Aust had to drop the shotgun, retreat a few paces and draw his Service pistol; as he did, the man stabbed at his heart but fortunately the knife struck a notebook in the Constable's pocket. The officer managed to fire six rounds at the man, one of which struck him in the chest, before he turned and ran away. The Constable, although collapsing from the effect of his serious wounds, attempted to use his portable radio, but when he was unable to do this he crawled to the front door of the Consulate to summon help. The body of the man was later found in the grounds of a nearby residence. Constable Aust displayed outstanding courage in facing a desperate and armed man who undoubtedly had every intention of killing him.

John Leonard GRAHAM, Detective Senior Constable, Queensland Police Force.

A mentally disturbed man deliberately drove a car into an electric light pole in a Brisbane suburb and then left the car and threatened to kill himself with a butcher's knife. Constable Graham arrived at the scene and was at this stage armed with a revolver. He recognised the man as one who had a history of violence and tried to persuade him to hand over the knife, offering to lay down his revolver if the man would do the same with his knife. After the Constable had placed his weapon on the ground the man pretended to do the same, but threw a handful of dirt in the Constable's face and grabbed the revolver; he then fired at close range, narrowly missing the officer. Although now unarmed the Constable continued to try and pacify the man who fired the gun twice, fortunately without effect; eventually while the man's attention was momentarily distracted the officer sprang forward and overpowered him. Throughout the entire ordeal Constable Graham showed courage of a very high order in handling the situation and acted without thought for his own safety when, unarmed, he continued to persuade the man to surrender his dangerous weapons.

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

Richard Ernest BENSON, Experimental Worker III, Ministry of Defence, Bootle Station, Cumberland.

Alexander McMellon MELLON, Auxiliary Coastguard in Charge, Coast Rescue Service, H.M. Coastguard, Haverigg, Millom, Cumberland.

Francis William SIMMS, Footwear Operative, Millom, Cumberland.

Mr. Mellon, who had been watching the progress of a dinghy in heavy seas, saw that a strong wind had caused it to capsize, throwing its two occupants, a man and his six-year-old son, into the water. Mr. Mellon immediately collected his oars and rowlocks; he then enlisted the aid of Mr. Benson and Mr. Simms, commandeered the only boat available and set off towards the casualty. The bad weather conditions made

progress very difficult and the boat had to be anchored once to allow the three men to muster their strength for another spell of rowing. Although hampered because the rowlocks did not properly fit the boat, they finally reached the dinghy and found the man clinging to the keel, but there was no sign of the child. The man, who was in a state of shock, was reluctant to let go of the dinghy and, when he was eventually hauled aboard the rescue boat, he took up an immovable position in the bows holding firmly to the gunwale. The wind and sea conditions were deteriorating and the boat was being swept rapidly towards the sea wall barrier. The three rescuers were exhausted by their efforts and the weight of the rescued man in the position he had adopted made the boat's trim dangerously down at the bows. The lives of all four men were now in great danger, but by using every ounce of their strength with great difficulty they managed to safely beach the boat at the corner of the sea wall. Mr. Mellon later took part in a search for the missing child until it was abandoned. But for the skill and leadership shown by Mr. Mellon and the wholehearted effort of Mr. Benson and Mr. Simms who were landsmen experiencing conditions which would have taxed experienced seafarers, the rescued man would have lost his life. They displayed courage of a high order and a complete disregard for their own safety.

Queen's Commendation for Brave Conduct

Iain Reid BIRMINGHAM (Deceased), Fireman, City of Glasgow Fire Service.

Alastair CROFTS (Deceased), Leading Fireman, City of Glasgow Fire Service.

Allan FINLAY (Deceased), Fireman, City of Glasgow Fire Service.

William McLean HOOPER (Deceased), Fireman, City of Glasgow Fire Service.

Duncan Arthur McCormack McMILLAN (Deceased), Fireman, City of Glasgow Fire Service.

Brian MURRAY, Fireman, City of Glasgow Fire Service.

Andrew Patrick QUINN (Deceased), Divisional Officer Grade III, City of Glasgow Fire Service.

For services in fighting a fire which destroyed a warehouse in Glasgow.

Thomas BRANNELLY, Sub-Officer, St. Helens Fire Brigade.

Kevin HAMLET, Acting Leading Fireman, St. Helens Fire Brigade.

For rescuing a young child from a burning house.

Forrest John BINNING, lately Constable, Metropolitan Police.

David John CASTLE, lately Constable, Metropolitan Police.

Gordon James DUFFUS, Sergeant, Metropolitan Police.

For disarming and arresting two violent criminals.

John Kirkwood BOWDEN, Shipwright, Appledore, Devon.

For attempting to rescue a workmate from the blazing hold of a tanker.

Ronald CROZIER, Constable, Metropolitan Police.

William Bertram Cranstoun TURNER, lately Constable, Metropolitan Police.

For rescuing a mentally disturbed boy from the roof of a house.

Peter Armstrong DIXON, Ambulanceman, Lancashire County Council.

Thomas William HADDOW, Ambulanceman, Lancashire County Council.

For rescuing a badly injured boy who had fallen from a cliff and was trapped by the incoming tide. William Osmond Beckett DIXON, Inspector, Royal Ulster Constabulary.

William George McCULLOUGH, Sergeant, Royal Ulster Constabulary.

For gallantry.

Thomas George EASTERBROOK, Assistant Chief Security Officer, Harrods Ltd., London S.W.1.

For services leading to the detention and arrest of a man attempting an armed robbery.

John Stephen FARMER, Leading Fireman, West Sussex Fire Brigade.

For rescuing a driver and passenger from a blazing car.

Reginald William GOLDSWORTHY, Superintendent, Devon and Cornwall Constabulary.

Michael KIVELL, Constable, Devon and Cornwall Constabulary.

Leslie Harold THORNTON, Constable, Devon and Cornwall Constabulary.

For services in trying to prevent an armed and potentially dangerous man from committing suicide.

Ado HINT, Leading Station Assistant, Strathfield, New South Wales.

John Clement RANSE, Postmaster General's Department, Strathfield, New South Wales.

Francis Henry THOMSON (Deceased), Stationmaster, Strathfield, New South Wales.

For services leading to the arrest of a man with a knife who had attempted to murder two women.

Vivian Oliver HOARE, Builder and Contractor, Senghenydd.

Jack KEEN, Salesman, Tonypanydy.

Daniel Brian RICHARDS, Constable, South Wales Constabulary.

For assisting in the rescue of the injured passengers from a blazing car following a serious road accident.

Frederick Thomas HOLLOWAY, Peakhurst, New South Wales.

Shane William REDDEN, Merrylands, New South Wales.

For pursuing and disarming an armed man who had robbed a bank.

Martin Clive JEWELL, Constable, Metropolitan Police.

For services leading to the arrest of the driver who had caused him bodily harm by wanton and dangerous driving.

Couts Douglas LAW (Deceased), Chargehand Engineer, Scottish and Newcastle Breweries Ltd., Glasgow.

For attempting to rescue a fellow worker who had been overcome by carbon dioxide vapour.

Ronald Carson McCLELLAND, Chief Officer, s.s. "Liverpool Bay", Ocean Fleets Ltd., Liverpool.

Peter Malcolm WATT, Senior Second Officer, s.s. "Liverpool Bay", Ocean Fleets Ltd., Liverpool.

For rescue services when a French motor vessel was in distress in a severe storm in mid-Atlantic.

Stephen Glyn PARKER (Deceased), Schoolboy, Belfast. For gallantry.

LONDON

Printed and published by HER MAJESTY'S STATIONERY OFFICE: 1973

Price 8p net

PRINTED IN ENGLAND

ISBN 0 11 656097 5