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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.