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CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

St. James's Palace, S.W.1,
11th February, 1947.

The KING has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath, in recognition of distinguished service during the final stage of the operations in South East Asia, terminating on the 30th November, 1946:—

To be an Additional Member of the Military Division of the Third Class, or Companions, of the said Most Honourable Order:—

Air Commodore Cecil Alfred STEVENS, C.B.E., M.C., R.A.F.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

St. James's Palace, S.W.1,
11th February, 1947.

The KING has been graciously pleased to give orders for the following promotion in, and appointments to, the Most Excellent Order of the British Empire, in recognition of distinguished service during the final stage of the operations in South East Asia, terminating on the 30th November, 1946:—

To be Additional Commanders of the Military Division of the said Most Excellent Order:—

Group Captain Robert SOREL-CAMERON, A.F.C., R.A.F.

Acting Group Captain David John Pryer LEE, O.B.E., R.A.F.

To be Additional Officers of the Military Division of the said Most Excellent Order:—

Acting Group Captain Hughie Idwal EDWARDS, V.C., D.S.O., D.F.C., R.A.F.

Squadron Leader Robert Henry SHEPHERD (121934), R.A.F.V.R.

Acting Squadron Leader Arthur Glyn CURTIS (87585), R.A.F.V.R.

To be Additional Members of the Military Division of the said Most Excellent Order:—

Acting Flight Lieutenant Stanley Herbert BATES (49346), R.A.F.

Acting Flight Lieutenant John Robert TERRY (164066), R.A.F.V.R.

Warrant Officer Arthur Edgar CALVERT (365714), R.A.F.

Warrant Officer George Sidney GREEN (509674), R.A.F.

Warrant Officer Robert Leslie LAMB (534003), R.A.F.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD.

St. James's Palace, S.W.1,
11th February, 1947.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division), to the undermentioned:—

Can/R.62734 Flight Sergeant (now Flying Officer) Roger Alfred LACHARITE, Royal Canadian Air Force.

Flight Sergeant Lacharite was a member of the crew of an aircraft which was shot down over Holland on 25th July, 1941. He was captured by the Germans after landing by parachute and taken first to Dulag Luft and, a month later, to Stalag VIII.B. at Lamsdorf. By changing identities with a New Zealander, Flight Sergeant Lacharite managed to be sent out on a working party and made three escapes, all of which were eventually unsuccessful, although on the first occasion he was at liberty for three months and on the second and third occasions, he reached Prague and the Polish border respectively. After the last attempt, his true identity was discovered and Flight Sergeant Lacharite was sent to Stalag Luft III at the end of July, 1942. Subsequently, he engaged in tunnelling and other escape activities. In the autumn of 1944, the whole camp was moved to Fallingbomel, where this airman worked in liaison with French workmen in order to obtain passports, food and equipment for the use of escapers. Later, while on the march from Stalag 357, Flight Sergeant Lacharite and a companion left the column on the 5th day of the march, and after 3 days in the woods made contact with allied troops. Throughout his period of captivity, Flight Sergeant Lacharite showed great determination to escape and also to assist other escapers. He set a fine example to his fellow prisoners.

621415 Sergeant Thomas Albert ATHERTON, Royal Air Force.

This non-commissioned officer is a Nursing Orderly (Parachute Trained).

He parachuted into Sumatra with a Recovered Allied Prisoners of War and Internees Team on 10th September, 1945, to carry out medical orderly duties, and remained at Bankinang Internment Camp until December, 1945. Throughout this time, he displayed the highest degree of initiative, foresight and zeal, in carrying out his duties, which actually entailed his being second in command of the camp. Immediate requirements necessitated his continual presence at Bankinang, where he took charge of several road convoys, and maintained an even flow of evacuation. He instituted repair facilities for all forms of transport in use and, by