

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD

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

23rd January 1973.

ERRATUM

Supplement to the *London Gazette* No. 45860 dated 1st January 1973, Page No. 23.

For: 23465402 Corporal Clifford Emlyn MATTHEWS, The Royal Regiment of Wales, Territorial and Army Volunteer Reserve.

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The QUEEN has been graciously pleased to approve the award of the British Empire Medal for Gallantry (Military Division) to the undermentioned:

23925393 Staff Sergeant Lawrence CARNEY, Corps of Royal Engineers.

23482813 Sergeant James Stuart LINTON, Corps of Royal Engineers.

23894326 Sergeant Norman Ronald SHINTON, Royal Army Medical Corps.

On the night of 8th/9th May 1972 a troop of 2nd Armoured Engineer Squadron, Royal Engineers was supporting an Armoured Battle Group carrying out a night exercise in a training area in Germany. During the exercise the Squadron had laid a tank launched bridge over a wide dyke. The dyke was filled with mud up to a level approximately 6 feet below the bridge.

Nine Chieftain tanks crossed the bridge successfully; the tenth slewed whilst crossing and fell off the bridge, upside down, into the bog. The top of the turret was submerged in the bog and the crew were trapped, apart from the driver who extricated himself almost immediately.

Staff Sergeant L. Carney was supervising the crossing with his Troop Sergeant, Sergeant J. S. Linton. They appreciated that the tank was sinking deeper into the mud and, immediately, jumped into the bog and started to dig away the mud from the driver's hatch. This enabled Linton to get into the tank and assist the Tank Gunner and Radio operator to get out. This whole operation took some 25 minutes during which time Linton placed his life at some considerable risk as there was danger of the tank sinking, thus making the chances of his own rescue uncertain.

All this time the tank was filling with water through the open cupola hatch and there was only a 6 or 7 inch gap between the outside water level and the driver's hatch. A volunteer was called for to assist a medical orderly, Sergeant N. R. Shinton, into the tank to examine the Commander who had been trapped partially out of the cupola hatch on the turret. Staff Sergeant Carney though tired and wet from his digging, volunteered straight away. Although the gap behind the driver's seat was only ten inches wide, Carney led the way back into the tank and assisted Shinton in his examination of the Commander, who was found to be dead. This took about ten minutes. Carney and Shinton then both extricated themselves from the tank. By then the water level was within 3 inches of the driver's hatch and it was necessary for both of them to go under water to get clear of the tank.

Had the tank settled whilst Carney and Shinton were inside, it could well have proved impossible to rescue either of them before they suffocated; a fact which both must have known.

The conduct of this team composed of Staff Sergeant Carney, Sergeant Linton and Sergeant Shinton, their combined efforts to rescue the tank commander, the courage, initiative and leadership shown by them throughout this incident were in the very highest tradition of the Army.

Ministry of Defence,
Whitehall, London S.W.1.

23rd January 1973.

The QUEEN has been graciously pleased to approve the award of The Queen's Commendation for Brave Conduct to the undermentioned:

Major Kenneth WILSON (385974) The Royal Scots (The Royal Regiment) seconded to Union Defence Force.

On the evening of 9th June 1972 Major Wilson a Squadron Commander in the Union Defence Force was ordered to deploy with part of his squadron to an area on the East Coast of the Union of Arab Emirates following reported outbreaks of tribal fighting. On the way the vehicles in the column came under fire from armed tribesmen. On three separate occasions Major Wilson stood in the full glare of vehicle headlights so that his uniform could be seen by the dissidents and successfully persuaded them to stop fighting.

On 10th June Major Wilson was ordered to separate two tribes who were firing heavily and continuously at each other. During this operation, which was successful, Major Wilson fearlessly stood on a small rise in full view of 20 armed tribesmen, who fired 20 to 30 shots at him while he announced by loud hailer that he was coming forward alone to meet a tribal representative.

Later that day Major Wilson conducted similar and equally successful operations in a number of towns in the area. Throughout this period Major Wilson displayed leadership, skill, determination and courage of a very high order.

22794158 Warrant Officer Class I John Frederick WRIGHT, Corps of Royal Electrical and Mechanical Engineers.

On the night of 29th April 1972 and throughout the following day a severe and sudden storm which hit the South Coast of Cyprus carried a powered lighter of 10 Port Squadron RCT onto the rocks at Dhekelia. The vessel swept by heavy seas and being pounded against the rocks was abandoned to prevent injury and loss of life. Warrant Officer Class I Wright, the Warrant Officer in charge of REME repair in the unit, and a damage control team from HMS Fearless of the Royal Navy went aboard the vessel to try to stem the leaks but, because of the appalling weather at the time and the heavy pounding of the craft it was thought impossible for temporary bungs to be kept in place to stem the flow of the water. Despite the valiant efforts of the party the engine room became flooded to a depth of 4 feet and with the likelihood of the engine room completely flooding, the damage control team withdrew. Warrant Officer Wright remained on board, regardless of his own safety, in an extremely rough sea and attempted and finally succeeded in placing the temporary bungs. To achieve this Mr. Wright dived again and again below the engine room water level, which by now was a mixture of water, sump oil and diesel fuel, causing severe irritation of his respiratory organs and burning of the skin, which could not be overcome by the application of cleansing cream between dives. His personal efforts, carried out without heed of the harmful effects, led to his unit being able to refloat and recover the vessel under his guidance.

During these two days and in the recovery phase of the ensuing week Mr. Wright did not spare himself and worked to the point of sheer physical and mental exhaustion. His devotion to duty, his complete disregard of his own safety and his professional skill all combined to inspire his colleagues and subordinates in their efforts to save the vessel. His example was one of outstanding courage and utter loyalty to his unit and the Service.

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