



THIRD SUPPLEMENT TO
The London Gazette
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TUESDAY, 14TH APRIL 1981

HONOURS AND AWARDS

Whitehall, London S.W.1.
 14th April 1981.

NAVY DEPARTMENT

CENTRAL CHANCERY OF
 THE ORDERS OF KNIGHTHOOD

St. James's Palace, London S.W.1.
 14th April 1981.

The QUEEN has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire in recognition of distinguished service in Northern Ireland during the period 1st August to 31st October 1980.

To be an Additional Officer of the Military Division of the said Most Excellent Order:

Lieutenant Colonel Michael John REECE, Royal Marines.

To be an Additional Member of the Military Division of the said Most Excellent Order:

Captain Robert Alan FRY, Royal Marines.

CENTRAL CHANCERY OF
 THE ORDERS OF KNIGHTHOOD

St. James's Palace, London S.W.1.
 14th April 1981.

The QUEEN has been graciously pleased to approve the award of the British Empire Medal (Military Division) to the undermentioned in recognition of meritorious service in Northern Ireland during the period 1st August to 31st October 1980.

Colour Sergeant Robert Ernest BALMENT, PO22095H, Royal Marines.

Sergeant Arthur Alan BOWDEN, PO24018C, Royal Marines.

The QUEEN has been graciously pleased to approve the publication of the names and those Mentioned in Despatches in recognition of distinguished service in Northern Ireland during the period 1st August to 31st October 1980:

Mention in Despatches:

Captain Roger Guy TYSON LANE, Royal Marines.
 Lieutenant John McCUBBIN, Royal Marines.
 Corporal Gary James PIPE, PO35651N, Royal Marines.

ARMY DEPARTMENT

CENTRAL CHANCERY OF
 THE ORDERS OF KNIGHTHOOD

St. James's Palace, London S.W.1.
 14th April 1981.

The QUEEN has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire in recognition of distinguished service in Northern Ireland during the period 1st August 1980 to 31st October 1980:

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

Lieutenant Colonel John Robert COLLINS (455000), The Staffordshire Regiment (The Prince of Wales's).
 Lieutenant Colonel Colin Gordon THOMSON (461669), The Parachute Regiment.

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

Major William Douglas CANTLEY (485686), Royal Tank Regiment.

Major Timothy Richard COTTIS (472515), The Staffordshire Regiment (The Prince of Wales's).

Major Brian Keith GLOVER (443340), Ulster Defence Regiment.

24026874 Warrant Officer Class 1, Michael David HEATH, Royal Army Ordnance Corps.
Major Christopher Gordon Fleet MITCHINSON (479301), The Royal Scots (The Royal Regiment).
Major George Eustace Maurice STEPHENS (377206), Ulster Defence Regiment.

**CENTRAL CHANCERY OF
THE ORDERS OF KNIGHTHOOD**

St. James's Palace, London S.W.1.
14th April 1981.

The QUEEN has been graciously pleased to approve the award of a Bar to the Queen's Gallantry Medal and the Queen's Gallantry Medal to the undermentioned in recognition of service in Northern Ireland during the period 1st August 1980 to 31st October 1980:

Awarded a Bar to the Queen's Gallantry Medal:

24008470 Staff Sergeant Peter Guy Brunton ELLIS, Q.G.M., Corps of Royal Engineers.

Awarded the Queen's Gallantry Medal:

23938393 Warrant Officer Class 2, Malcolm Charles BOSCOCK, Royal Army Ordnance Corps.
W/459004 Corporal (Acting Sergeant) Jane Elizabeth FREEMAN, Women's Royal Army Corps.
24060244 Staff Sergeant John Edward KERR, The Royal Green Jackets.

**CENTRAL CHANCERY OF
THE ORDERS OF KNIGHTHOOD**

St. James's Palace, London S.W.1.
14th April 1981.

The QUEEN has been graciously pleased to approve the award of the British Empire Medal (Military Division) to the undermentioned in recognition of meritorious service in Northern Ireland during the period 1st August 1980 to 31st October 1980:

24262128 Sergeant Ian Andrew MCPHERSON, Royal Army Ordnance Corps.
24275953 Sergeant David PURVIS, Ulster Defence Regiment.
24056326 Staff Sergeant Peter Victor RICHART, Royal Tank Regiment.

Ministry of Defence,
Whitehall, London S.W.1
14th April 1981.

The QUEEN has been graciously pleased to approve the awards of the Air Force Medal, the Queen's Commendation for Valuable Service in the Air, and for the publication of the names of those Mentioned-in-Despatches in recognition of gallant and distinguished service in Northern Ireland during the period 1st August 1980 to 31st October 1980.

Awarded the Air Force Medal

23947293 Sergeant Alan OWBRIDGE, Army Air Corps.

Awarded the Queen's Commendation for Valuable Service in the Air

24168248 Lance Corporal Philip WORVIELL, Army Air Corps.

Mention-in-Despatches

Major (now Acting Lieutenant Colonel) David Robert CHAUNDLER (476479), The Parachute Regiment.
Lieutenant Colonel John Muir CLAVERING, M.C. (465919), Scots Guards.

23682016 Warrant Officer Class 1 (now Lieutenant), Eric George COOK, Royal Army Ordnance Corps.

24215075 Sergeant John Leslie DICKENS, 16th/5th The Queen's Royal Lancers.

24087618 Sergeant (now Acting Staff Sergeant) Graham Frederick DYER, Intelligence Corps.

23849707 Warrant Officer Class 2 Terence James ELLISON, The Staffordshire Regiment (The Prince of Wales's).

24167931 Bombardier (Acting Sergeant) Clive Frank FLINT, Royal Regiment of Artillery.

24393910 Lance Corporal Stephen Andrew HARBORD, Royal Tank Regiment.

Colonel Patrick Rolf Shaun JACKSON, O.B.E. (420860), late Royal Regiment of Artillery.

Lieutenant (Acting Captain) Robert Alan McFARLAND (499625), Royal Tank Regiment.

24099485 Corporal Stephen Francis MILLER, The Staffordshire Regiment (The Prince of Wales's).

23996405 Warrant Officer Class 2 Henry Alexander PINCHARD, Intelligence Corps.

Lieutenant Colonel John Keith PITT, O.B.E. (430177), Royal Corps of Transport.

24469517 Private Tony John PORTSMOUTH, The Parachute Regiment.

24072917 Sergeant David Bernard Ian POWLESAND, Royal Tank Regiment.

24280296 Sergeant (Acting Warrant Officer Class 2) Alexander ROY, Ulster Defence Regiment.

Major William Gaskell RIDD (493451), Ulster Defence Regiment.

24211677 Sergeant Steven Arthur SMITH, The Staffordshire Regiment (The Prince of Wales's).

Major James Edward SNAPE (492396), Corps of Royal Engineers.

24282933 Lance Corporal Mark Anthony SNELSON, Royal Army Ordnance Corps.

Lieutenant Colonel Hugh Nicholas TARVER (457286), The Queen's Regiment.

24102285 Staff Sergeant Aled Wyn THOMAS, Royal Regiment of Artillery.

Major Charles Gerard Courtenay VYVYAN, M.B.E. (484776), The Royal Green Jackets.

23991727 Warrant Officer Class 2 Eric John WATT, Royal Tank Regiment.

Lieutenant Colonel Roger Greville WEBSTER (454947), Royal Regiment of Artillery.

Lieutenant Colonel Clive Anthony WILKINSON (443595), Royal Regiment of Artillery.

Lieutenant Colonel David Anthony WILLIAMS (475901), Royal Tank Regiment.

CORRECTIONS

The notice in the Second Supplement to the *London Gazette* No. 47932, dated 21st August 1979, Ministry of Defence, regarding the award of Mention-in-Despatches to 24205624 Sergeant Malachy SWEENEY, The Ulster Defence Regiment, *should read:*

24205624 Staff Sergeant Malachy SWEENEY, Ulster Defence Regiment.

The notice in the Second Supplement to the *London Gazette* No. 47984, dated 23rd October 1979, Ministry of Defence, regarding the award of Mention-in-Despatches to Lieutenant (Acting Captain) Roger Stephen GARRICK (497421) Royal Corps of Transport, *should read:*

Lieutenant (Acting Captain) Robert Stephen GARRICK (497421), Royal Corps of Transport.

The notice in the Second Supplement to the *London Gazette* No. 48453, dated 16th December 1980, Central Chancery of the Orders of Knighthood, regarding the appointment of Major Richard Jacob COHEN (496177), The Light Infantry, as a Member of the Most Excellent Order of the British Empire, *should read:*

Major Richard Sholem Jacob COHEN (496177), The Light Infantry.

AIR FORCE DEPARTMENT

**CENTRAL CHANCERY OF
THE ORDERS OF KNIGHTHOOD**

St. James's Palace, London S.W.1.
14th April 1981.

The QUEEN has been graciously pleased to approve the award of the George Medal to the undermentioned:

George Medal

Flight Lieutenant Michael Julian LAKEY (4232923), Royal Air Force.

Flight Lieutenant Lakey is the deputy Flight Commander and a search and rescue helicopter captain of 'D' Flight Number 202 Squadron at Royal Air Force Lossiemouth. During the night of the 2nd October 1980 the

Motor Vessel *Finneagle* transmitted a Mayday message from its position fifty miles north west of Orkney. The vessel had suffered an explosion and was on fire amidships, with twenty-two persons including three women and two children on board. The first standby had already been scrambled and although 'D' Flight has no requirement to maintain a second standby helicopter during the hours of darkness, it was decided to assemble an off duty crew to assist. Flight Lieutenant Lakey volunteered to captain the second crew and took off at 2350 hours to go to the assistance of the stricken vessel. The conditions at the scene of the incident were appalling, with a mean wind speed of fifty knots gusting to seventy knots and a very high sea state giving wave heights of sixty feet. The first *Sea King* had been forced to abandon its attempts to put a line on the vessel's deck and a civilian S61 helicopter, after making several similar attempts, was also forced to withdraw from the scene. The *Finneagle's* captain had assembled the crew and passengers on the vessel's foredeck. He was forced to maintain an into wind course because of the severe weather conditions and to prevent the fire and resulting fumes from reaching those on board. Flight Lieutenant Lakey had no choice other than to attempt to position his helicopter for winching from the vessel's port bow despite the fact that this would require him to manoeuvre very close to a foremast and a high forward superstructure. The *Finneagle* had lost electrical power and the only illumination available was from the helicopter's own lights and the glow of the fire. An attempt was made to lower the winchman on to the foredeck but because the vessel was pitching and rolling extremely violently, Flight Lieutenant Lakey's efforts to maintain a steady hover caused the winchman to swing through a dangerously wide arc. Flight Lieutenant Lakey therefore decided to employ the Hi-line winching technique which obviates the necessity for the helicopter to maintain an absolutely precise overhead position. The prevailing conditions were so bad that it took twenty minutes to achieve an accurate positioning of the Hi-line on the *Finneagle's* deck. Two rescue strops were attached to the winch hook and as the first survivors were about to be lifted a massive wave pitched the ship so close to the aircraft that immediate evasive action was necessary. By his exceptional skill not only the aircraft but also two female survivors, each clutching a child, were saved. After lifting eight survivors Flight Lieutenant Lakey learned that the vessel's cargo was highly dangerous and included a consignment of carbide. The vessel was well on fire, with intermittent explosions taking place, and the remaining fourteen survivors were experiencing difficulty in breathing due to the fumes from the burning cargo. At this moment the *Finneagle's* captain radioed that he considered the vessel to be in imminent danger of sinking. Flight Lieutenant Lakey rapidly assessed the situation and having discussed it together with his crew decided to carry on with the rescue, undeterred by the obvious dangers. The remaining fourteen crew members were then successfully winched to safety, despite the necessity of renewing and repositioning the Hi-line twice during the winching period. Continuing to display inestimable skill, Flight Lieutenant Lakey flew his aircraft to safety with twenty seven persons on board. Although he had been on duty for over nineteen hours Flight Lieutenant Lakey, with outstanding coolness, courage and exceptional flying skill remained in a close hover position with the violently pitching and rolling vessel for a period of one and three quarter hours. He inspired and led his crew by his magnificent example throughout the operation, displaying personal gallantry in the very highest traditions of the Service.

Whitehall, London SW1A 2HB
14th April 1981

The QUEEN has been graciously pleased to approve the following awards:

Air Force Cross

Flight Lieutenant Thomas William McRoberts CAMPBELL (4231142), Royal Air Force.

Flight Lieutenant Campbell is a radar and winch Operator of "D" Flight 202 Squadron at Royal Air Force Lossiemouth. During the night of the 2nd October 1980 the captain of the Motor Vessel *Finneagle* broadcast a Mayday message from a position fifty miles north-west of Orkney reporting that the vessel was on fire amidships

and requesting immediate assistance. There were twenty-two persons on board the *Finneagle* and the "D" Flight first standby helicopter was scrambled to attempt their rescue. Realising the seriousness of the incident and considering the likely number of people to be rescued, Flight Lieutenant Campbell assembled a second helicopter crew from off-duty personnel and volunteered to join it himself as the Radar and Winch Operator. At the scene of the incident, the crew were advised that the first *Sea King* had been forced to abandon its rescue attempt, due to the prevailing conditions. The wind was blowing at a mean speed of fifty knots with gusts of seventy knots and there was a very high sea state giving wave heights of sixty feet. The captain of the *Finneagle* had assembled his crew and passengers on the foredeck and was maintaining an into-wind course in order to give them the maximum possible protection from the effects of the fire and its associated fumes. A civilian S61 helicopter which had been scrambled from its Sumburgh base in an attempt to make winching contact with the vessel had also been forced to abandon its rescue attempts. Together with his aircraft captain and other crew members, Flight Lieutenant Campbell decided to try to lower the winchman on to the stricken vessel. The only feasible winching position was off the vessel's port bow requiring a constant and highly accurate hover to be maintained in accordance with Flight Lieutenant Campbell's verbal directions. Because of the very close proximity of the vessel's high forward superstructure and foremast and the vessel's violent motion, it proved impossible to place the winchman on deck and he was recovered to the cabin. The helicopter crew then decided to adopt the Hi-line winching technique which does not require the helicopter to maintain a precise overhead position. From his position at the rear of the helicopter Flight Lieutenant Campbell was fully aware of the hazardous nature of this undertaking. Below and slightly to his right the vessel continued to burn fiercely with intermittent explosions, whilst the foremast followed an erratic path close to, and frequently at the same height, as the rear fuselage of the helicopter. Flight Lieutenant Campbell directed his captain with unflagging determination for twenty minutes before it was possible to position the Hi-line on the *Finneagle's* deck. With two rescue strops on the winch hook the first survivors were just about to be winched up when a huge wave pitched the ship perilously close to the aircraft. Whilst calling to his captain to take evasive action he skillfully operated the winch thereby saving the first survivors, both women, each of whom was clutching a child. Winching continued until eight survivors had been lifted safely from the vessel. Then it was learned that the *Finneagle's* cargo was highly dangerous and included a consignment of carbide. The vessel was well on fire and the remaining fourteen survivors on board were experiencing difficulty in breathing due to the fumes from the burning cargo. At this moment the *Finneagle's* captain radioed that he considered the vessel to be in imminent danger of sinking. However, the rescue was continued, regardless of the obvious dangers, and Flight Lieutenant Campbell resumed his tasks of talking his pilot into the overhead position and supervising the stowage of survivors. The remaining fourteen survivors were successfully winched to safety, despite the fact that the Hi-line required renewing and repositioning twice during the winching period. With complete disregard for his personal safety Flight Lieutenant Campbell ignored the effects of the fire's intense heat, the intermittent explosions and the possibility that he was breathing dangerous fumes during the entire winching operation which lasted for a period of one and three quarter hours. Regardless of the imminent danger to his own life and by his skill, courage and determination, Flight Lieutenant Campbell carried out a vital role in the rescuing of twenty-two people from a perilous situation. His gallantry was in the highest traditions of the Service.

Air Force Medal

D8140974 Sergeant Richard John BRAGG, Royal Air Force.

Sergeant Bragg is a winchman of "D" Flight Number 202 Squadron at Royal Air Force Lossiemouth. During the night of the 2nd October 1980 the Motor Vessel *Finneagle* transmitted a Mayday message from its position fifty miles north west of Orkney. The vessel had suffered an explosion and was on fire amidships with twenty-two persons, including three women and two children on board. Although "D" Flight has no requirement to maintain a second standby during the hours of darkness,

it was decided to assemble an off duty crew to assist the first standby helicopter which had already been scrambled. Sergeant Bragg volunteered without hesitation for duty as the Winchman. At the scene of the incident the conditions were appalling with a wind of fifty knots with gusts to seventy knots and a very high sea state giving wave heights of sixty feet. The first Sea King had been forced to abandon its attempts to put a line on the vessel's deck and a civilian S61 helicopter, after making several similar attempts, had also been forced to withdraw from the scene. The Finneagle's captain had assembled the crew and passengers on the vessel's foredeck. He was forced to maintain an into-wind course because of the severe weather conditions and the need to prevent the fire and resulting fumes from reaching those on board. The helicopter captain had no choice other than to attempt to position the Sea King for winching from the vessel's bow, despite the fact that this would necessitate manoeuvring in very close proximity to a foremast and a high forward superstructure. The Finneagle had lost electrical power and the only illumination available was from the helicopter's own lights and the glow from the fire. Showing exceptional courage in the face of great danger and in weather conditions more hazardous than any he had previously experienced Sergeant Bragg was lowered from the helicopter in an attempt to position him on the vessel's foredeck. The Finneagle was pitching and rolling extremely violently and the pilot's efforts at maintaining a steady hover caused Sergeant Bragg to swing through a dangerously wide arc. In view of the very real danger to Sergeant Bragg's life the helicopter captain ordered him to be recovered to the cabin. The helicopter crew then decided to adopt the Hi-line winching technique which obviates the necessity for the helicopter to maintain an absolutely precise overhead position. Sergeant Bragg positioned himself to assist the Winch Operator for the duration of the winching operation. From his station at the rear of the helicopter he was fully aware of the hazardous nature of this undertaking. Below and slightly to his right, the vessel's amidships continued to burn fiercely with intermittent explosions, whilst the foremast followed an erratic path close to and frequently at the same height as the rear fuselage of the helicopter. With two rescue strops on the winch hook, the first eight survivors were safely lifted from the vessel. It was then learned that the Finneagle's cargo was considered to be highly dangerous and included a consignment of carbide. The vessel was well on fire and the remaining fourteen survivors on board were experiencing difficulty in breathing due to the fumes from the burning cargo. At this moment the

Finneagle's captain radioed that he considered the vessel to be in imminent danger of sinking. The rescue was continued regardless of the obvious dangers and Sergeant Bragg continued with his tasks of assisting with the positioning of the rescue strops and getting survivors on board the helicopter. The remaining fourteen crew members were successfully winched to safety despite the fact that the Hi-line required renewing and repositioning twice during the winching period. With complete disregard for his personal safety, Sergeant Bragg ignored the effects of the fire's intense heat, the intermittent explosions and the possibility that he was breathing dangerous fumes during the entire winching operation, which lasted for a period of one and three quarter hours. In addition to his great coolness, courage and determination in attempting to board the vessel, his subsequent efforts while assisting the Winch Operator undoubtedly prevented the total winching time being perilously extended.

Queen's Commendation for Brave Conduct

Squadron Leader Hamish Sutherland GRANT (5200783),
Royal Air Force.

For his outstanding coolness and devotion to duty during a search and rescue operation when rendering medical assistance to 22 survivors rescued by winching during the night of 2nd October 1980 from the burning and disabled M.V. Finneagle.

Queen's Commendation for Valuable Service in the Air

Flight Lieutenant David Anthony SIMPSON (5202710),
Royal Air Force.

For his coolness, courage and outstanding professionalism shown during the course of a search and rescue operation in the night of 2nd October 1980 when 22 persons were winched to safety from the burning and disabled M.V. Finneagle.

Whitehall, London S.W.1.
14th April 1981.

The QUEEN has been graciously pleased to approve the award of the Air Force Cross to:

Captain Anthony MARKHAM (503566), Army Air Corps,

for his bravery when evacuating two serious casualties, in extremely adverse flying conditions, following a traffic accident in Northern Ireland.

LONDON

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