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CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

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

27th September 1991

The QUEEN has been graciously pleased to approve the following awards of The Queen's Gallantry Medal and for the publication in the *London Gazette* of the names of those shown below as having received an expression of Commendation for Brave Conduct and Commendation for Valuable Service in the Air:

Awarded The Queen's Gallantry Medal

Chi-choi CHAN, Constable, Royal Hong Kong Police Force.

Kwok-wai CHENG, Sergeant, Royal Hong Kong Police Force.

On Saturday, 16th June 1990, at approximately 11 p.m. a cargo vessel reported that it was in difficulties north-east of the Nine Pin Group of Islands. The Marine Department Control Room alerted a police launch which set course for the vessel.

Sea conditions were extreme, waves of 20-30 feet were being experienced with winds gusting in the region of 40-50 knots; it was dark, and visibility was made worse by heavy rain. The master of the stricken vessel reported that his cargo had shifted causing a list but that as the ship was not taking in water he would await the arrival of a tug to provide assistance. The police launch, having reached the vessel, remained in close proximity. At about 2.30 on the Sunday morning, radio communication with the vessel was lost and through the thermal imagers on board the police launch, the crew of the vessel were seen to be lowering

lifeboats. Their attempts were unsuccessful and an SOS distress signal was flashed by torch light. As the rescue tug arrived to make preparations to take the stricken vessel into tow, the vessel capsized and crew members were seen jumping into the sea. Two more police launches were despatched to the area. The first police launch, with Constable Chan and Sergeant Cheng on board, moved in as close as possible and released two inflatable life rafts. Their launch was pitching and rolling through 30-40 degrees in the continuing hazardous conditions. Scrambling nets were the only viable means of rescue and these were deployed.

Constable Chan and Sergeant Cheng, with other officers, put on lines and safety harnesses to form rescue teams. Going over the side of the launch, holding on to the scrambling nets, they pulled survivors from the sea. Sergeant Cheng saw a sailor drifting about 20 metres from the launch. He was exhausted and unable to swim to the life raft or life line which had been thrown to him. Drifting cargo and floating debris were posing further danger to the sailor. Sergeant Cheng jumped into the heavy sea and dragged the sailor to the side of the launch where he was pulled aboard. From 3 a.m. to 4 a.m. Constable Chan and Sergeant Cheng continued the rescue operation with other members of the rescue team, during which a total of seven sailors were rescued.

At about 4 a.m. another sailor was spotted in difficulties and losing consciousness. The Sergeant and the Constable jumped into the sea to rescue the drowning sailor. They were guided to him by lookouts from the launches, as the height of the waves and adverse weather conditions made it difficult to locate him. Constable Chan managed to reach the man pulling him to the side of the launch. During the

rescue, the Constable lost his life-jacket and safety line as he boarded the launch and was subsequently forced to operate without them. As the first-aid team successfully resuscitated the sailor, another seemingly unconscious sailor was seen drifting in the water. Constable Chan and Sergeant Cheng jumped into the water yet again to make the rescue, but the man was found to be already dead. The police teams continued to man the scrambling nets until 5 a.m., by which time 15 survivors and 3 dead bodies had been recovered. The sea and air rescue continued until 7 p.m., when only the captain of the vessel was unaccounted for.

Constable Chan and Sergeant Cheng displayed selflessness and bravery of a high order, as they repeatedly put their own lives at risk in order to rescue drowning sailors in high seas and bad weather conditions.

Stuart GREGG, Captain, Bristow Helicopters Ltd.

Michael John WOOD, Captain, Bristow Helicopters Ltd.

On the evening of 8th November 1989, a mobile gas drilling rig was under tow approximately 65 nautical miles off the Norfolk coastline. An intense weather system developed creating storm force conditions with winds exceeding 70 knots when one of the rig's two towing lines snapped. The rig operator requested a precautionary evacuation of the personnel on board.

The call was received by Bristow Helicopters based at Great Yarmouth at 6.30 p.m. and two S76A helicopters took off in darkness with the intention of shuttling the majority of the personnel to an adjacent fixed platform. As the weather conditions deteriorated two Royal Air Force Sea King Helicopters and a Nimrod aircraft were launched from Kinloss in Scotland to assist in the rescue. The two S76A helicopters arrived at 7 p.m. to find the rig moving around well beyond normal helicopter operating limits. Nevertheless, the helicopter crewed by Captains Gregg and Wood landed and evacuated ten passengers to the safety of an adjacent platform. The second S76A also landed after a great deal of difficulty, successfully picking up a further ten personnel. The two S76A helicopters returned for a second lift and waited while one of the Sea Kings attempted to land. Because of its greater size and heavy fuel load, coupled with the deteriorating weather conditions, the high wind speeds and the movement of the rig, it was unable to make a landing. The two smaller S76As, whose radar could not pick up the rig's position, were then assisted by the Nimrod in making a second landing, although at this point the rig had begun to list. A further 20 persons were rescued, leaving 11 on board.

The helicopter crewed by Captains Gregg and Wood returned for a third time. Heavy rain had made conditions even worse and the Nimrod's guidance was again required to find the rig. As the helicopter made its approach, the rig pitched nine degrees, making the rescue attempt too hazardous. The helicopter crew waited for the rig to settle when there was a complete electrical failure on the rig. Captains Gregg and Wood realised the remaining personnel on the rig were in imminent and grave danger. They landed their helicopter in virtual darkness on the inclined deck, with the stern of the rig awash with seas heaving up to 40 feet. Captain Wood handed control of the aircraft to Captain Gregg while he supervised the safe embarkation of the remaining personnel. As the

helicopter took off, the rig broke free of the remaining tow line, capsizing within 10 to 20 minutes.

Captains Gregg and Wood displayed conspicuous gallantry and devotion to duty when, in assisting in the rescue of the crew of a stricken mobile gas drilling rig, they were obliged on their third helicopter sortie, because of severe deteriorating weather conditions, to undertake a hazardous manoeuvre at considerable risk to their own safety in order to take off the remaining personnel.

David John HADAWAY, lately Sergeant, Metropolitan Police.

John Andrew HEALY, Constable, Metropolitan Police.

Philip Dell RAINSFORD, Constable, Metropolitan Police.

On the morning of Friday, 13th March 1987, a security van was making collections and deliveries of cash in various parts of South East London. On its way to a warehouse, a motorcycle and rider following the van aroused the suspicion of one of the crew. On arriving at the warehouse the guard notified the security manager and the police were summoned.

Two police officers arrived and the suspect, who was seen to signal to an accomplice entering the warehouse, was arrested and detained after a struggle.

Sergeant Hadaway also responded to the call for assistance and arrived at the scene as the suspect was being arrested and detained. He was immediately notified of the second suspect within the warehouse and made his way to the building. On locating the second suspect Sergeant Hadaway called on him to stop. The suspect drew a revolver and ordered the Sergeant to keep back. At this stage Constable Healy and Constable Rainsford arrived in response to the call and also entered the warehouse. The suspect made for the exit and Constables Healy and Rainsford followed, led by Sergeant Hadaway.

As the suspect reached the exit he turned and faced Sergeant Hadaway, who stood about 10 feet away, and pointing the gun at the ground he pulled the trigger twice. For some reason the gun did not discharge. Sergeant Hadaway moved forward and the suspect drew a second revolver firing two shots at the ground. Sergeant Hadaway notified all officers on his personal radio that the suspect robber was armed and dangerous. He fled from the store and entered the car park, followed by the three officers. After unsuccessfully attempting to hi-jack a van in order to make his escape, the suspect ran across the car park, pursued again by the three officers. In the ensuing chase, as Constable Rainsford overtook his colleagues he closed on the suspect who turned and shot the Constable in the leg. Sergeant Hadaway continued the chase and as he approached the suspect he managed to hit him with his truncheon in the hope that the man would drop his gun. The suspect turned and at close range shot the Sergeant in the leg. He fell to the ground grievously wounded. Meanwhile Constable Rainsford despite his injury, had continued the chase until he came upon the badly wounded Sergeant. He too then fell to the ground, unable to further pursue the suspect. The chase was continued by Constable Healy, during which the suspect fired several times at the pursuing officer. The suspect stole a vehicle at gunpoint and made good his escape. Constable Healy on returning to his injured colleagues discovered two bullet holes in

his uniform and upon further examination found a bullet had grazed his hip. The gunman was apprehended some time later and both he and the first suspect were subsequently tried and convicted of a number of serious offences.

Sergeant Hadaway and Constables Healy and Rainsford displayed gallantry of a high order and devotion to duty in their pursuit of a violent and armed man who discharged his weapon at the officers several times with intent to resist arrest, wounding all three.

Queen's commendation for brave conduct

Robert BRIGGS, Constable, Lincolnshire Police.

Jeffrey Roy READ, Constable, Lincolnshire Police.

For services in pursuing two men one of whom was armed with a revolver. During the chase and search, the gunman fired several shots indiscriminately at Constable Briggs. Undeterred he and other officers continued their search. Constable Read on locating the men, and being fired at, successfully persuaded them to give themselves up.

Ian George CHATER, Shipyard Plater, Swan Hunters Shipbuilders, Wallsend.

For services in pursuing, overpowering, disarming and detaining an armed man, following a robbery at a Building Society office.

Richard EVELEIGH, Computer Manager, Addiscombe, Surrey.

Peter Charles SAYSELL, Insurance Consultant, Purley, Surrey.

For services in rescuing a blind man who had stumbled and fallen from a crowded platform onto a railway line, seconds before a non-stopping train entered the station.

Alfred Harry FORD, Warrant Officer Class I, On Contract in the Royal Army of Oman.

For services in twice entering an extremely dangerous and fast flowing wadi, in full flood, to reach

an overturned landrover and attempt to rescue its occupant who was found to have been drowned. Driven back by the force of the water on the first attempt, he succeeded on the second.

John Albert GRAHAM, Detective Constable, British Transport Police.

Sydney James SAUNDERS, Constable, British Transport Police.

For services in overpowering, disarming and arresting a gunman following a robbery at a Building Society office.

Martin John HIGH, Building Contractor, East Preston, Sussex.

For services in attempting to arrest a robber following a raid on a Post Office. The robber threatened Mr. High with a gun and upon striking Mr. High in the face, made his escape. Undeterred Mr. High followed the robber and identified him to the police who subsequently made an arrest.

Richard Hilary NODEN, Construction Manager, Eastbourne, Sussex.

For services in rescuing a woman and her daughter from the first floor of her blazing house.

Queen's commendation for valuable service in the air

Dale Warren MOON, Captain, Bristow Helicopters Ltd.

Roger WILLIAMS, Lately Co-Pilot, Bristow Helicopters Ltd.

For services in assisting in the rescue of personnel from a stricken mobile gas drilling rig off the Norfolk coast, in atrocious and deteriorating weather conditions, making two successful evacuations.

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