

Huntingdon & Northampton

2nd Lt. A. R. FRANCKLOW (478820) (on probation) is confirmed as 2nd Lt., 19th Mar. 1965. To be Lt., 16th May 1967.

Kent

Trevor Aubrey WINN (484169) to be 2nd Lt. (on probation), 12th May 1967.

Lancashire (East)

2nd Lt. Keith BARNETT (477615) from T.A., R.A. to be 2nd Lt. (on probation), 1st Apr. 1967, with seniority 25th Jan. 1965.

Lancashire (West)

Capt. James McEVOY (408468) (formerly R.A.E.C.) and at his own request reverts to the rank of Lt., 21st Apr. 1967.

Lt. G. L. DICKINSON (472124) resigns his commn., 15th Apr. 1967.

Lincoln

Lt. M. SHAW (469375) resigns his commn., 16th May 1967.

London, County of

Lt. J. H. L. BURKE (113636) resigns his commn., 15th May 1967, and is regranted the hon. rank of Maj.

2nd Lt. G. J. H. KING (477897) (on probation) resigns his commn., 26th May 1967.

Northern Counties

2nd Lt. Bryan DURRANS (480118) (formerly T.A., R.A.) to be 2nd Lt. (on probation), 1st May 1967, with seniority 27th Sep. 1965.

Lt. R. J. P. SELLAR (440476) resigns his commn., 21st Feb. 1967, and is granted the hon. rank of Capt.

Perth

2nd Lt. J. WATT (479068) (on probation) is confirmed as 2nd Lt., 15th Apr. 1965. To be Lt., 15th Apr. 1967.

Stirling

2nd Lt. J. C. F. SILCOCK (477966) (on probation) resigns his commn., 5th Apr. 1967.

Suffolk

Lt. John David Ungoad LEWIS (364336) (formerly R. Hamps. E.C.) to be Lt., 13th May 1967. Clive Arthur STRUTT (484174) to be 2nd Lt. (on probation), 13th May 1967.

Stanley Clifford STOCKING (484175) to be 2nd Lt. (on probation), 13th May 1967.

York (West Riding)

Lt. Anthony Baldwin Fox (465380) (formerly R.A.P.C.) to be Lt., 1st Apr. 1967.

TERRITORIAL ARMY

SECTION B

ARMY CADET FORCE

London, County of

Lt. P. W. BELL (381833) resigns his commn., 1st Jun. 1966, and is granted the hon. rank of Capt. (Substituted for notfn. in Gazette (Supplement) dated 9th Aug. 1966.)

AIR FORCE DEPARTMENT

HONOURS AND AWARDS

Whitehall, London S.W.1.

11th July 1967.

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

Air Force Cross

Flight Lieutenant Brian William GILL (4063924), Royal Air Force.

On the 22nd February 1967, Flight Lieutenant Gill was the navigator of a helicopter Search and Rescue crew at Royal Air Force, Akrotiri, and at 0345 hours the crew were scrambled to the aid of the 550-ton ship "Dimitrios" which was in distress about one and a half miles out to sea. It was dark at the time and the ship was on its side and the crew clinging to the superstructure. The sea was running an

eight-foot swell and breaking on the ship, which was rolling heavily with a sideways motion, looking as though it might well roll completely over. Because of the conditions, the first attempt to lower a winchman was unsuccessful and Flight Lieutenant Gill volunteered to make a second attempt. He landed successfully amidships, where he disengaged from the helicopter strop. At considerable personal risk, he then aided the ship's crew to a position amidships, from where he directed their lift-off by helicopter winch. After two crew members had been rescued, he was told that one had been washed overboard. This man could not be seen and, because of the danger to the other crew members, Flight Lieutenant Gill continued with their rescue but, during the time he was working, he continued to scan the sea. His vigilance was rewarded after the seventh survivor had been rescued. He was then lifted off the ship and lowered into the sea, where he found that the man was suffering from a head injury. The survivor fainted as Flight Lieutenant Gill approached him and he had to be rescued by a double-lift; his unconsciousness and consequent dead-weight in a very heavy sea required exceptional energy on the part of Flight Lieutenant Gill to complete the rescue successfully. After this rescue, Flight Lieutenant Gill was returned to the ship, again a dangerous operation because of the darkness and strong possibility of hitting or becoming entangled with the superstructure. The two remaining survivors were then lifted off, the last of which had to be achieved by another double-lift. Flight Lieutenant Gill's actions and unremitting endeavour are an outstanding example of devotion to duty in the face of grave danger.

Master Signaller Robert Craig MURPHY (T3504684), Royal Air Force.

On 17th February 1967, Master Signaller Murphy was a member of a helicopter Search and Rescue crew at Royal Air Force, Akrotiri, and, as a result of an SOS from the 1,800-ton ship "Three Stars", this helicopter crew were sent to give assistance. The ship was found about a mile off the coast. It was ablaze amidships and the crew were gathered at the forward end. The weather was overcast, with intermittent rain reducing visibility to two miles. The wind was gusting to 35 knots and the sea was rough with a heavy swell causing the ship to roll in an alarming manner. In these conditions, Master Signaller Murphy was, with difficulty, lowered on to the ship, where he found twenty-one people, all of whom were very distressed at their situation. He rapidly took command, giving the necessary orders and instructions for their rescue by helicopter winch. He was told by the captain of the ship that the fire was among the fuel lines and the ship might explode at any moment. Although Master Signaller Murphy duly passed this message to the helicopter captain, he was most disinclined to leave the ship and, from his precarious position, he effected the rescue of all twenty-one survivors. His task was not made easy because of the crew's severe apprehension and he had great difficulty in reassuring them, both as to the danger of the situation and the means of their rescue and he was forced to double-lift thirteen of the survivors. Throughout the operation, Master Signaller Murphy showed great courage and determination in a very dangerous situation on board a heavily rolling ship. On 22nd February 1967, Master Signaller Murphy was again a member of a Search and Rescue crew at Akrotiri. At 0345 hours, the crew were scrambled to the aid of the 550-ton ship "Dimitrios" which was in distress about one and a half miles out to sea. It was dark at the time and the ship was on its side with the crew clinging to the superstructure. The sea was running an eight-foot swell and breaking on the ship, which was rolling heavily with a sideways motion, looking as though it might well roll completely over. In spite of the appalling conditions, Master Signaller Murphy attempted to land on the ship, but he was unsuccessful and had to be winched back into the helicopter. A second attempt was then made by the Navigator and, with Master Signaller Murphy's aid, he was placed on the ship. Master Signaller Murphy's task now was to pass verbal instructions from the winchman so that the pilot could maintain his position over the heavily rolling ship. In the darkness, this was no mean task as it was difficult to see the superstructure and judge the movement of the ship. He was then required to winch off the survivors so that they cleared the superstructure. One of the ship's crew had to be rescued from the sea and in addition to lowering the winchman into the sea, Master Sig-