

from one of Her Majesty's submarines in the Clyde estuary.

The technique employed during such operations is for the submarine to surface some 5 to 6 miles off shore and the boats brought on deck and inflated. The boat crews then man the boats and the submarine dives so that the boats float off the casing. The two boats then separate but remain connected by a hundred foot line by which the submarine tows them, raising its periscope to catch the line, to a point much closer inshore before lowering its periscope and departing, leaving the boats to cover the last thousand metres to the shore either on their outboard engines or their oars, according to sea conditions and the need for silence.

On this occasion the launch was completed successfully, but owing to a heavy swell although the right hand boat was able to position itself correctly the left hand boat commanded by Major Herberts was forced by the sea against the fin of the submarine. Once this had fully submerged the boat was forced against the periscope and was floating immediately over the top of the fin. During an inadvertent submarine depth change a projection on the fin tore a large hole in the bottom of the inflatable boat putting it in immediate danger of capsizing. With great presence of mind Major Herberts threw himself across the half submerged bow of his craft and by so doing prevented it overturning. He remained in this position, being constantly covered by the swell and at great personal risk of being swept away, while the other two members of his crew cleared the line and got the boat clear of the submarine. The boats were then towed inshore by the submarine which was unaware of the emergency.

After cast-off Major Herberts, still in his position on the bow, directed the other boat to join him; in itself a difficult operation in the pitch dark and in a rising sea. He then set a course for the landing point. Soon both engines had been swamped and both boats were drifting seaward driven by the wind and swell. Major Herberts arranged the partial protection of the engines from the sea by using the outer clothing of his crews and after thirty minutes one engine was revived and one boat was able to tow the other inshore. This engine however finally failed some half-mile offshore and both boats again started to lose ground fast as the tide was now ebbing. Major Herberts encouraged his crews to bale and row and after a further hour they successfully landed exactly at the pre-designated landing point.

Throughout this whole operation Major Herberts displayed leadership of the highest order and, particularly during the most critical phase, complete disregard for his personal safety.

## AIR FORCE DEPARTMENT

2nd February 1971.

### ROYAL AIR FORCE

#### GENERAL DUTIES BRANCH

##### *Appointment to Commission (Permanent)*

###### *As Pilot Officer :*

James DOXEY, B.Eng. (2615480). 1st Sep. 1970  
(Seniority 1st Jun. 1969).

##### *Promotion*

###### *Flying Officer to Flight Lieutenant :*

B. K. CARMICHAEL, B.Sc. (5200946). 27th Jan. 1971.

2nd Feb. 1971

P. INGOE (688907).  
D. A. MARTIN (688912).  
R. A. PEELE (688580).  
M. DIXON (688769).

##### *Specialist Aircrew*

###### *Flight Lieutenants Designated Specialist Aircrew :*

M. J. HAWES (4055766). 18th Oct. 1970.  
J. R. MORRIS (4056590). 22nd Dec. 1970.  
L. F. GAPPER, A.F.M. (1586631). 28th Jan. 1971.  
R. J. LAWRENCE (2524780). 31st Jan. 1971.

1st Feb. 1971

J. BARRON (2530437).  
H. F. HILL (1587564).  
A. H. HYLAND, A.F.M. (1802031).

J. M. C. MORGANS (3132492). 2nd Feb. 1971.

3rd Feb. 1971

T. H. CARPENTER (4116430).  
M. S. ROLLINS (4083500).

##### *Regrading*

###### *Acting Pilot Officer to Pilot Officer :*

30th Jan. 1971

W. B. BAILEY (8025236).  
R. O. HENDRICK (2615923).  
A. J. WILSON (8025241).

##### *Transfer to Reserve*

###### *Flight Lieutenants :*

14th Jan. 1971

E. BATE (4230462).  
D. G. OWEN (4230472).

M. J. HARRISON (4231843). 29th Jan. 1971.

Flying Officer M. L. BLAMPFIED (4231813). 1st Jan. 1971.

##### *Retirement*

Air Commodore D. F. RIXSON, O.B.E., D.F.C.,  
A.F.C. (at own request). 25th Jan. 1971.

Squadron Leader F. A. PLUMB (4062880). 31st Jan. 1971.

###### *Flight Lieutenants :*

Z. H. CZARNECKI (780829). 12th Jan. 1971.  
W. I. DAVID (3507760). 13th Jan. 1971.  
C. ROBINSON (3512991). 25th Jan. 1971.

Flight Lieutenant A. J. R. CARTER (5200049) (on account of medical unfitness for Air Force service). 1st Feb. 1971.

##### *Commission Terminated*

###### *Flying Officers :*

D. R. LAIRD, B.A. (5201457). 24th Dec. 1970.  
S. GREENLAW, B.A. (5200956). 13th Jan. 1971.  
Acting Pilot Officer P. C. CHARLES (8025309).  
2nd Jan. 1971.

#### GENERAL DUTIES (GROUND) BRANCH

##### *Promotion*

###### *Pilot Officer to Flying Officer :*

2nd Feb. 1971

B. T. DINGLE (8022544).  
J. I. GILCHRIST (8022560).  
K. GORMAN (8022538).  
R. I. MACVOY (207729).  
R. E. MILLER (8022540).

###### *Pilot Officer to Flying Officer W.R.A.F. :*

2nd Feb. 1971

V. A. E. BOLGER (8031430).  
S. J. QUINN (2797597).  
V. M. WALKER (8031432).

##### *Extension of Service*

The period of service on the Active List of Flight Lieutenant G. B. HITCH (2834731) W.R.A.F. is extended to eleven years from 16th Feb. 1961.

##### *Transfer between Branches*

Pilot Officer P. C. DINGWALL, B.A. (5201546) is transferred to the Secretarial Branch. 13th Dec. 1970.

##### *Retirement*

Squadron Leader A. G. SCOTT, M.B.E. (154456) (at own request). 1st Jan. 1971.

###### *Flight Lieutenants :*

C. F. CALCOTT (565571). 7th Jan. 1971.  
S. J. WASILEWSKI (707201). 21st Jan. 1971.

#### ENGINEER BRANCH

##### *Promotion*

###### *Flying Officer to Flight Lieutenant :*

30th Jan. 1971.

B. A. H. HARPER (508227).  
T. F. WHITEHOUSE (4335377).

###### *Pilot Officer to Flying Officer :*

A. J. HAIGH, B.Sc. (5201098). 15th Jan. 1971.  
(Seniority 15th Apr. 1969.)

2nd Feb. 1971.

M. J. FOZARD (8022527).  
J. PICKERING (8022528).