



SUPPLEMENT TO

The London Gazette

of Friday, 8th October 1982

Published by Authority

Registered as a Newspaper

MONDAY, 11TH OCTOBER 1982

MINISTRY OF DEFENCE

HONOURS AND AWARDS

ARMY DEPARTMENT

Whitehall, London S.W.1
11th October 1982

The QUEEN has been graciously pleased to approve the posthumous award of the VICTORIA CROSS to the undermentioned in recognition of valour during the operations in the South Atlantic:

Lieutenant Colonel Herbert JONES O.B.E. (465788), The Parachute Regiment

On 28th May 1982 Lieutenant Colonel JONES was commanding 2nd Battalion The Parachute Regiment on operations on the Falkland Islands. The Battalion was ordered to attack enemy positions in and around the settlements of Darwin and Goose Green.

During the attack against an enemy who was well dug in with mutually supporting positions sited in depth, the Battalion was held up just South of Darwin by a particularly well-prepared and resilient enemy position of at least eleven trenches on an important ridge. A number of casualties were received. In order to reach the battle fully and to ensure that the momentum of his attack was not lost, Colonel Jones took forward his reconnaissance party to the foot of a re-entrant which a section of his Battalion had just secured. Despite persistent, heavy and accurate fire the reconnaissance party gained the top of the re-entrant, at approximately the same height as the enemy positions. From here Colonel Jones encouraged the direction of his Battalion mortar fire, in an effort to neutralise the enemy positions. However, these had been well prepared and continued to pour effective fire onto the Battalion advance, which, by now held up for over an hour and under increasingly heavy artillery fire, was in danger of faltering.

In his effort to gain a good viewpoint, Colonel Jones was now at the very front of his Battalion. It was clear to him that desperate measures were needed in order to overcome the enemy position and rekindle the attack, and that unless these measures were taken promptly the Battalion would sustain increasing casualties and

the attack perhaps even fail. It was time for personal leadership and action. Colonel Jones immediately seized a sub-machine gun, and, calling on those around him and with total disregard for his own safety, charged the nearest enemy position. This action exposed him to fire from a number of trenches. As he charged up a short slope at the enemy position he was seen to fall and roll backward downhill. He immediately picked himself up, and again charged the enemy trench, firing his sub-machine gun and seemingly oblivious to the intense fire directed at him. He was hit by fire from another trench which he outflanked, and fell dying only a few feet from the enemy he had assaulted. A short time later a company of the Battalion attacked the enemy, who quickly surrendered. The devastating display of courage by Colonel Jones had completely undermined their will to fight further.

Thereafter the momentum of the attack was rapidly regained, Darwin and Goose Green were liberated, and the Battalion released the local inhabitants unharmed and forced the surrender of some 1,200 of the enemy.

The achievements of 2nd Battalion The Parachute Regiment at Darwin and Goose Green set the tone for the subsequent land victory on the Falklands. They achieved such a moral superiority over the enemy in this first battle that, despite the advantages of numbers and selection of battle-ground, they never thereafter doubted either the superior fighting qualities of the British troops, or their own inevitable defeat.

This was an action of the utmost gallantry by a Commanding Officer whose dashing leadership and courage throughout the battle were an inspiration to all about him.

24210031 Sergeant Ian John MCKAY, The Parachute Regiment.

During the night of 11th/12th June 1982, 3rd Battalion The Parachute Regiment mounted a silent night attack on an enemy battalion position on Mount Longdon, an important objective in the battle for Port Stanley in the Falkland Islands. Sergeant McKay was platoon sergeant of 4 Platoon, B Company, which, after the initial objective had been secured, was ordered to clear the Northern side of the long East/West ridge feature, held by the enemy in depth, with strong, mutually-supporting positions.

By now the enemy were fully alert, and resisting fiercely. As 4 Platoon's advance continued it came under increasingly heavy fire from a number of well-sited enemy machine gun positions on the ridge, and received casualties. Realising that no further advance was possible the Platoon Commander ordered the Platoon to move from its exposed position to seek shelter among the rocks of the ridge itself. Here it met up with part of 5 Platoon.

The enemy fire was still both heavy and accurate, and the position of the platoons was becoming increasingly hazardous. Taking Sergeant McKay, a Corporal and a few others, and covered by supporting machine gun fire, the Platoon Commander moved forward to reconnoitre the enemy positions but was hit by a bullet in the leg, and command devolved upon Sergeant McKay.

It was clear that instant action was needed if the advance was not to falter and increasing casualties to ensue. Sergeant McKay decided to convert this reconnaissance into an attack in order to eliminate the enemy positions. He was in no doubt of the strength and deployment of the enemy as he undertook this attack. He issued orders, and taking three men with him, broke cover and charged the enemy position.

The assault was met by a hail of fire. The Corporal was seriously wounded, a Private killed and another wounded. Despite these losses Sergeant McKay, with complete disregard for his own safety, continued to charge the enemy position alone. On reaching it he despatched the enemy with grenades, thereby relieving the position of beleaguered 4 and 5 Platoons, who were now able to redeploy with relative safety. Sergeant McKay, however, was killed at the moment of victory, his body falling on the bunker.

Without doubt Sergeant McKay's action retrieved a most dangerous situation and was instrumental in ensuring the success of the attack. His was a coolly calculated act, the dangers of which must have been too apparent to him beforehand. Undeterred he performed with outstanding selflessness, perseverance and courage. With a complete disregard for his own safety, he displayed courage and leadership of the highest order, and was an inspiration to all those around him.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, London, S.W.1
11th October, 1982

The QUEEN has been graciously pleased to signify her intention of conferring a Peerage of the United Kingdom for Life upon the undermentioned in recognition of service within the operations in the South Atlantic:

*Life Peer
To be a Baron*

Admiral of the Fleet Sir Terence Thornton LEWIN, GCB,
MVO, DSC, Lately Chief of the Defence Staff.

NAVY DEPARTMENT

The QUEEN has been graciously pleased to approve the appointments of the undermentioned as Companions of the Distinguished Service Order in recognition of gallant and distinguished service during operations in the South Atlantic:

Distinguished Service Order

Commodore Samuel Clark DUNLOP C.B.E., Royal Fleet Auxiliary.

Commodore Dunlop is the senior officer of the Royal Fleet Auxiliary and the Commanding Officer of RFA FORT AUSTIN. His ship was the first to be deployed south in the operation to regain possession of the Falkland Islands and supported the Task Force throughout the operations. She joined the Amphibious Task Group just before the landing on 21 May 1982. During the five days immediately after this, RFA FORT AUSTIN remained in San Carlos Water operating ASW Sea King helicopters in defence of the Amphibious Operations Area. Those five days saw the Force come under repeated, heavy and fierce air attack. Her ASW Sea Kings flew constantly throughout in their search for submarines.

During this period in particular, and indeed throughout the campaign, Commodore Dunlop displayed considerable qualities of leadership, steadiness and aggression and was an immense inspiration to those under him to maintain the ship's operational efficiency. Commodore Dunlop's devotion to duty and spirit were in the finest traditions of the Service which he leads.

Captain Michael Ernest BARROW, Royal Navy.

Captain Barrow, Commanding Officer of HMS GLAMORGAN, has throughout proved invaluable as a Task Unit Commander (CTU) who can be trusted to interpret a broad directive

intelligently and pursue it through every vicissitude in a totally reliable and professional manner. While not involved in the more spectacular events, he nevertheless successfully led the first gun line off Port Stanley on 1 May 1982. He conducted the entire Bluff Cove/Goose Green landing deception plan, on his own, over seven gruelling nights close in-shore in ill charted waters, thereby surely leaving the enemy in considerable doubt until the morning of D-Day if not later, over the real whereabouts of the landing. Later, he left to undertake the unglamorous task of organising the support ships in the Tug Repair and Logistic Area.

When HMS GLAMORGAN was struck by an Exocet missile, fired from ashore, Captain Barrow's calm and inspiring leadership was reflected in the efficient, workmanlike way in which the ship recovered. The episode also typified the very high degree of operational efficiency which Captain Barrow has achieved in his ship.

His dedication, loyalty, sense of purpose and leadership have kept his ship at the peak of operational efficiency over prolonged periods in the face of the enemy, and the ships around him have drawn strength from his dignity and outstanding example. Without this kind of performance from this kind of officer, the Task Group Commander's business could not be conducted.

Captain John Jeremy BLACK M.B.E., Royal Navy.

Throughout Operation Corporate, Captain Black displayed outstanding qualities of professionalism, leadership and stamina in his command of HMS INVINCIBLE. She shared, with HMS HERMES, the provision of almost all the air power from start to finish, without which the operation could not even have been contemplated. To keep men and machinery operating at the peak of their performance for such an extended period so far away from the home base has required exceptional powers of concentration, man management and perseverance and HMS INVINCIBLE's success owes much to these qualities so abundantly held by her Commanding Officer. In addition, HMS INVINCIBLE had to stay in the South Atlantic after cessation of hostilities, to maintain a presence; in so doing she was continuously at sea for longer than any other RN ship before her. To make this transition from war to "peace" but without the advantage of an early return to the UK required a very special understanding of both men and material and again Captain Black showed outstanding leadership qualities in maintaining the momentum.

Captain William Robert CANNING, Royal Navy.

Captain Canning, Commanding Officer of HMS BROADSWORD, was an outstanding example to all. From the outset, he calmly accepted a difficult and extremely wearying task as a "Carrier Goalkeeper" without demur and with professional skill of the highest order, developing the technique to a fine art, always in the right place at the right time in fair or foul weather for weeks on end. At the same time, he managed his Captain (F) business precisely, keeping his fellow "Goalkeeper", HMS BRILLIANT, firmly directed and well led. His activities in support of the Type 42/22 vessel combination were indefatigable over periods of two lots of two days exposed to the enemy. On the second of these occasions, when in company with HMS COVENTRY, both ships came under enemy air attack and both were hit. One bomb, which passed through BROADSWORD's side and out through the Flight Deck, demolishing a helicopter on the way, fortunately failed to explode. HMS COVENTRY was less fortunate and capsized within 15 minutes.

Despite the damage to his own ship and the high probability of further air attack, Captain Canning directed the rescue of the COVENTRY's survivors with extreme calmness and bravery and his exemplary behaviour under fire and in the face of disaster was noted by all who heard his voice, quietly managing and reporting events as they occurred. This was the cool professional entirely in charge of himself, even after four days of gruelling and bloody work protecting the ships in the Amphibious Operating Area whilst under repeated heavy air attack.

HMS BROADSWORD saw more enemy action than most and her outstanding contribution to the success of the Falkland Islands Operation owed much to Captain Canning's brave and inspiring leadership under the most testing conditions.

Captain John Francis COWARD, Royal Navy.

As the Commanding Officer of HMS BRILLIANT Captain Coward was involved in many of the significant incidents during Operation Corporate. This was not coincidence, but a reflection on the outstanding initiative, determination and bravery which he displayed at every stage of the operation. He took HMS BRILLIANT to South Georgia to join in the final stages of Operation Paraquet and contributed markedly to the success of the operation, particularly with regard to the determined and professional handling of his ship which led to the attack on and subsequent capture of the Argentinian submarine SANTA FE. After South Georgia he rejoined the remainder of the battle group as quickly

as possible and upon entering the Total Exclusion Zone, he showed tremendous initiative and capacity to engage the enemy on every conceivable occasion.

With HMS BRILLIANT he encouraged enemy air attack on several occasions by forming a gunline off Port Stanley with a Type 42 Destroyer and shot down several enemy aircraft. He seized every opportunity to volunteer his ship for dangerous night raids through the Falkland Sound and assisted with several difficult missions to infiltrate special forces. He escorted the amphibious group into the Amphibious Operations Area and was in the thick of the action during heavy air raids for the whole of D-Day. Despite damage to his ship which effectively put most of his weapons systems out of action, he was determined to stay in the area for the second day and quite prepared to take on the enemy with whatever means remained at his disposal. Even on retiring from the Amphibious Operations Area after the second day for essential defect repair, he managed to engage the MONSOONEN, a resupply vessel, and caused it to run aground after giving it suitable warning. Captain Coward showed exceptional professional ability, stamina, leadership, initiative and personal bravery in every aspect of his duties and the high performance of his ship and the men he commanded reflects this.

Captain Peter George Valentine DINGEMANS, Royal Navy.

HMS INTREPID, under the command of Captain Dingemans, was manned up and sailed at very short notice to join the Amphibious Force already on its way to the Falkland Islands. Captain Dingemans achieved all this in a remarkably short time and joined the main Amphibious Forces at Ascension Island and stayed as a vital part of it, with the exception of one brief respite, until the fall of Port Stanley. During the time of the landings, when the Amphibious Force was in San Carlos Water, the ship came repeatedly under air attack. HMS INTREPID was, on several occasions, employed on nightly escorted runs to insert or recover landing craft when the threat of attack from airborne Exocet and surface craft was ever present. Throughout this period, Captain Dingemans took the closest personal charge of his Ship's Company, fought his ship magnificently, as well as providing every possible assistance to Frigates, aircraft and landing ships. His example, energy and leadership were of the highest order.

Captain Edmund Shackleton Jeremy LARKEN, Royal Navy.

HMS FEARLESS sailed at short notice as the key Command Ship of the Amphibious Force bound for the Falkland Islands. Captain Larken assumed the duty of Flag Captain/Chief Staff Officer to the Commodore Amphibious Warfare with great enthusiasm and skill. His support throughout the campaign in this role never flagged.

With the exception of one short departure to embark the Commander Land Forces Falkland Islands, HMS FEARLESS spent the entire period, from just before the arrival of the Amphibious Group in the vicinity of the Falkland Islands to the eventual fall of Port Stanley, under constant threat of attack. For about a week the ship repeatedly came under heavy air attack, and, on one occasion, was hit by comparatively minor cannon fire and debris from damaged aircraft. By night the ship made several sorties from the anchorage at San Carlos to insert and recover landing craft at San Salvador and Fitzroy. Throughout the period, Captain Larken displayed the finest qualities of leadership, energy, determination and tactical thought.

During air attacks, he conducted his ship's defence personally from the exposed gun direction platform and, in so doing, was an inspiring example of personal bravery to his men. His untiring energy and dogged attitude to pressing forward with the operation was a great support to the Task Group Commander and with him lies, in considerable measure, much of the credit for the successful outcome of the endeavour.

Captain Christopher Hope LAYMAN, M.V.O., Royal Navy.

HMS ARGONAUT, under the command of Captain Layman, arrived in the vicinity of the Total Exclusion Zone with the amphibious group on 18th May 1982 and escorted the amphibians into San Carlos on 21st May 1982. During the massive air attacks on this first day in the Amphibious Operating Area, HMS ARGONAUT was seriously damaged and forced to anchor. Two unexploded bombs were lodged in her, one in the forward magazine and one in the boiler room. For the next nine days HMS ARGONAUT stayed in the Amphibious Operating Area, unable to move, repairing damage and dealing with the unexploded bombs; during this time the battle raged around her with HMS ARGONAUT's weapon systems continuing to contribute to the defences.

The ship's company saw the tragic sinking of HMS ARDENT and HMS ANTELOPE whilst their own vessel had two unexploded bombs onboard. That HMS ARGONAUT not only survived this period but came out of San Carlos under her own steam and subsequently made her own way home gives and indication

of the remarkable resilience, courage and leadership of Captain Layman. His calm and determined approach in this most unnerving of situations, which would have broken many, is typical of the man and his achievement.

Captain Linley Eric MIDDLETON, A. D. C., Royal Navy.

Captain Middleton commanded HMS HERMES, the flagship for the Task Group Commander, and also the lynchpin for the entire operation. Her capacity for aircraft operations was essential both for the air defence and the strike capability of the Task Force and the assistance which she was able to give to other ships in company was a major contribution for their continued operation so many thousands of miles away from their home base. Her resounding success in her role as the Flagship owes enormous credit to the leadership and courage of her Commanding Officer, Captain Middleton. Working tirelessly under the constant stress and strain of a war environment, and in the sure knowledge that his ship was a prime target to the enemy, he ensured that HERMES remained at the peak of her operational efficiency for the duration of the conflict. Professionally among the best, his advice and expertise on aviation matters was particularly valuable, and he bore the responsibility of being the Flag Captain with humour, resilience and commonsense. Lesser men would have failed where he undoubtedly succeeded.

Captain David PENTREATH, Royal Navy.

Captain Pentreath commanded HMS PLYMOUTH and his ship was in the thick of the action from South Georgia right through the entire operation. That she was such a brave and highly effective unit is ample evidence of the outstanding leadership and courage of Captain Pentreath. Spending many days in the San Carlos area and the Falkland Sound she accounted for several enemy aircraft, deliberately drawing fire away from the amphibious shipping. Throughout the operations he commanded his ship with verve, initiative and great skill and to him must go much credit for her survival until the final stages of the campaign. Even after being severely damaged by enemy bombs, he maintained an aggressive and resolute posture and HMS PLYMOUTH left the station with an obvious and very well deserved pride in her achievements.

Captain Philip Jeremy George ROBERTS, Royal Fleet Auxiliary.

From 21st May to 8th June 1982, RFA SIR GALAHAD suffered attacks by enemy aircraft. Throughout this period, Captain Roberts took personal charge of the fighting and safety of his ship, crew and embarked force passengers. On two occasions his ship suffered severe bomb damage and had to be abandoned. Captain Roberts organising and controlling each operation. On the first occasion, a 10000lb unexploded bomb remained in the ship which was subsequently made safe and removed.

Captain Roberts then returned with his crew, repaired the damage and continued operations in support of the Land Forces ashore. On the second occasion that SIR GALAHAD was hit, a large body of troops was still embarked, and evacuation of the ship was especially difficult and dangerous because of a fierce fire and the number of casualties sustained in the enemy's attack. The ship had been hit by a bomb which exploded in the recreation space, killing a number of soldiers, and also by rockets and possibly napalm. A fierce fire immediately took hold of the ship and small arms ammunition in the tank deck started to explode.

In this desperate, confused and hazardous situation, Captain Roberts organised his crew and the embarked troops with considerable skill. Their safe and timely evacuation was to a large extent due to his personal qualities of leadership and courage in the face of great danger.

Lieutenant Colonel Nicholas Francis VAUX, Royal Marines.

Lieutenant Colonel Vaux commands 42 Commando Royal Marines. His first major task after the amphibious landing was to move his Commando forward by helicopter at night to the Mount Kent feature which had been secured by the SAS. Once established he swiftly moved men on to Mount Challenger, a key position overlooking Mount Harriet. For the subsequent eleven days 42 Commando under Lieutenant Colonel Vaux's leadership patrolled vigorously to gain information. During this period the Commando endured appalling weather conditions and harassing fire from enemy 155mm, 105mm guns and 120mm mortars. Their morale was never in doubt thanks to the splendid leadership displayed by Lieutenant Colonel Vaux.

The subsequent Commando attack on Mount Harriet was planned in great detail and executed with considerable skill to take the enemy in the rear. This attack from an unexpected direction most certainly led to the fall of the strongly held position in very rugged terrain with fewer casualties to 42 Commando than had been expected.

The excellent plan, executed with verve and dash by 42 Commando, was the work of the Commanding Officer, Lieutenant Colonel Vaux.

Lieutenant Colonel Andrew Francis WHITEHEAD, Royal Marines.

Lieutenant Colonel Whitehead commands 45 Commando Royal Marines. From the start of Operation SUTTON he showed himself to be a fine Commanding Officer. His meticulous planning and high standard of leadership was demonstrated on the long approach march from Port San Carlos to the Mount Kent positions overlooking Port Stanley. His Commando marched every foot of the way. Despite the extremely unpleasant weather conditions both on the approach march and during the time spent in defensive positions on Mount Kent his Commando's morale and fitness to fight was of the highest order. Their aggressive and effective patrolling contributed to a marked degree to the success of the ensuing Brigades night attack.

During the night battle for the Two Sisters feature, which was his Commando's objective, his cool conduct of the battle resulted in the complete success of his part in the operation. Although while in the Forming Up Point his Commando was caught by enemy defensive fire tasks from 105 and 155mm guns, he calmly gave the correct orders to get the attack underway. Undeterred by heavy machine gun fire which caught two of his companies during the final assault up the steep slopes of the mountain, he fought his Commando through and on to their objective. His calm voice on the radio was a tonic to all who heard it.

During the following 48 hours after securing their objective the Commando was subjected to harassing fire from 105 and 155mm guns. Their steadiness under the fire is a tribute to the leadership and calmness of their Commanding Officer.

Commander Christopher Louis WREFORD-BROWN, Royal Navy.

In the early hours of 2nd May 1982 HMS CONQUEROR, with Commander Wreford-Brown in Command, began surveillance of the Argentine cruiser GENERAL BELGRANO whilst assisting in the enforcement of the Total Exclusion Zone around the Falkland Islands. In total compliance with the authority given later in the day, Commander Wreford-Brown took HMS CONQUEROR into a classic attack, hitting the cruiser with two torpedoes from a range of 1200 yards. HMS CONQUEROR then withdrew after successfully evading a depth charge attack by two escorting destroyers. The GENERAL BELGRANO subsequently sank.

Following this action, HMS CONQUEROR continued to play a full part in the operation, including periods spent close inshore in shallow water. On one occasion, for example, she penetrated into Gulf San Matias in rough weather conditions in water only 27 fathoms deep. She was continuously at sea for longer than any other Royal Navy Submarine.

After the sinking of the GENERAL BELGRANO, the Argentine Navy withdrew to remain within their twelve mile limit for the remainder of the campaign. HMS CONQUEROR's action was instrumental in proving the efficiency of the submarine blockade which, firmly deterring any action by enemy surface forces, allowed the Task Force Commander to concentrate his surface units against the air threat, thereby minimising damage and casualties to our own forces.

Lieutenant Commander Brian Frederick DUTTON, Q.G.M., Royal Navy.

During Argentine air attacks on 21st May 1982 HMS ARGONAUT was struck by a 1000 lb bomb which did not explode. The bomb caused extensive damage and lodged between two missiles in the forward magazine where it was also surrounded by damaged and extremely dangerous ordnance.

Lieutenant Commander Dutton, as Officer in Charge of Fleet Clearance Diving Team 1 was tasked to remove the bomb. He decided that it was too dangerous to defuse in situ. Instead he took the decision to lift the bomb from the magazine and hoist it overboard. The task proved extremely complex and hazardous requiring clearance of ammunition from the magazine and cutting through sections of the ship's structure. The operation took the team seven days during which HMS ARGONAUT came under further air attacks. The slightest jar or disturbance to the precise lifting angle would have resulted in an explosion which would almost certainly have caused the loss of the ship.

In spite of these difficulties the bomb was successfully removed, largely due to the skill and ingenuity of Lieutenant Commander Dutton. He displayed staunch determination, steadfastness and courage of the highest order.

The QUEEN has been graciously pleased to approve the Posthumous award of the Distinguished Service Cross to the undermentioned in recognition of gallant and distinguished service during the operations in the South Atlantic:

Distinguished Service Cross

Captain Ian Harry NORTH, Merchant Navy.

On 14th April 1982 SS ATLANTIC CONVEYOR was laid up in Liverpool. On the 25th April she deployed to the South Atlantic converted to operate fixed and rotary wing aircraft and loaded with stores and equipment for the Falkland's Task Force. This astonishing feat was largely due to Captain North's innovation, leadership and inexhaustible energy.

SS ATLANTIC CONVEYOR joined the Carrier Battle Group on 19th May 1982 and was immediately treated as a warship in most respects. Almost comparable in manoeuvrability, flexibility and response Captain North and the ship came through with flying colours. When the ship was hit on 25th May Captain North was a tower of strength during the difficult period of damage assessment leading up to the decision to abandon ship. He left the ship last with enormous dignity and calm and his subsequent death was a blow to all.

A brilliant seaman, brave in war, immensely revered and loved his contribution to the Campaign was enormous and epitomised the great spirit of the Merchant Service.

Lieutenant Commander Gordon Walter James BATT, Royal Navy.

Lieutenant Commander Batt, HMS HERMES, played a key role in the air battle and operations over the Falklands. On 4th May 1982, he led a daring and aggressive attack on the airstrip at the Goose Green settlement during which his number two was shot down and the pilot killed. He participated in five other low level attacks against defending targets, notable, on two occasions, against Port Stanley airfield. He also flew up to four air defence sorties per day, sometimes combining further ground attacks with these sorties. He was killed on a night mission prior to another low level attack on the airfield.

Lieutenant Commander Batt faced the danger and very high stress with characteristic cheerfulness which was a fine example to the other aircrew. He knew the odds against him but his courage never failed and his aggressive flying on 29 operational missions was in the highest traditions of the Service.

Lieutenant Commander John Stuart WOODHEAD, Royal Navy.

On 4th May 1982, HMS SHEFFIELD was hit amidships by an Exocet missile launched from an Argentine aircraft and sustained major damage and casualties. Fire and thick acrid smoke spread throughout the centre of the ship. After 4½ hours extensive effort, with fire approaching the forward missile and gun magazines the order was given to abandon ship.

At the time of the missile impact Lieutenant Commander Woodhead directed damage control action near the Operations Room. He then went below to the Computer Room and with the Computer Room crew began to assess the damage to his weapon systems. Smoke caused the Operations Room above and then the forward sections of the ship to be evacuated but Lieutenant Commander Woodhead continued at his post and carefully and with extreme determination co-ordinated attempts to restore power to essential weapon equipment and succeeded in restoring the computer facility. By his exceptional qualities of leadership, dedication to duty and courage he inspired the Computer Room crew to follow his brilliant example. Later, overcome by smoke, Lieutenant Commander Woodhead and his team died at their posts. His praiseworthy actions were in the highest traditions of the Service.

Lieutenant Commander John Murray SEPHTON, Royal Navy.

On 21st May 1982, HMS ARDENT on station in San Carlos Water came under heavy attack from the Argentine Air Force and sustained many bomb hits, causing great damage and loss of life.

After the loss of the Seacat missile system, Lieutenant Commander Sephton, the Flight Commander organised the use of small arms by the Flight as a last ditch defence against the concentrated and severe enemy attacks. In a dangerous and desperate situation he was last seen directing fire on the exposed Flight Deck, shooting a sub machine gun vertically up into an A4 Skyhawk the instant before, it dropped the bombs that killed him. Three other Flight members were also killed.

Lieutenant Commander Sephton's extreme valour and self-sacrifice was an example and inspiration to all the Ship's Company and undoubtedly deterred the enemy from making even more attacks.

The QUEEN has been graciously pleased to approve the award of the Distinguished Service Cross to the undermentioned in recognition of gallant and distinguished service during the operations in the South Atlantic:

Distinguished Service Cross

Captain George Robert GREEN, Royal Fleet Auxiliary.

RFA SIR TRISTRAM, commanded by Captain Green, joined the Amphibious Task Group at Ascension Island and rapidly took up the challenge. From the arrival of the amphibious ships at San Carlos Water on 21st May 1982 to June 1982, RFA SIR TRISTRAM was under constant threat of air attack. For a period of a week, repeated air attacks were pressed home on the anchorage when the very lightly armed ship had to protect herself while continuing to offload important Military equipment. She was the first Landing Ship Logistic to make the re-supply run to Fitzroy. The task had to be unescorted and meant lying at anchor by day off Fitzroy in an exposed position without benefit of adequate area air defence or warning. It was while there that the ship, still well loaded with ammunition, came under fierce surprise air attack and suffered the damage which caused her to be abandoned on fire. It is greatly to Captain Green's credit that he was successful in getting all his people off the ship safely with the exception of two crewmen killed by one of the bombs which hit his ship. Captain Green, by his personal example and courage, throughout the period, inspired his crew to do all that was asked of him and them, far beyond the normal call of duty.

Captain David Everett LAWRENCE, Royal Fleet Auxiliary.

RFA SIR GERAINT was one of the first members of the Amphibious Task Group and was present in San Carlos Water throughout the period of intense air attack immediately after the landing on 21st May 1982. Day after day, the lightly armed ship was subjected to fierce attack by large numbers of enemy aircraft using cannon, rockets and bombs. Subsequently she was employed on the re-supply of troops at Teal Inlet, an unenviable task which was performed cheerfully and with great courage. For this the ship had to work unescorted and to lie in daylight in the exposed anchorage, wide open to air attack with little area air defence. Throughout the period from the landing on 21st May 1982 to the fall of Port Stanley on 14th June 1982, Captain Lawrence was an inspiration to his men. By his courage, leadership and energy he was able to carry his ship and her Chinese crew through a dangerous and difficult period of duty far beyond that which can normally be expected. He performed all the tasks asked of him in a manner equal to the best traditions of the RFA Service.

Captain Anthony Francis PITT, Royal Fleet Auxiliary.

RFA SIR PERCIVALE was among the first to sail with the Amphibious Task Group from England. She operated in the waters immediately around the Falkland Islands from D-Day, 21st May 1982, to the eventual fall of Port Stanley on 14th June 1982. During that time the ship came under repeated air attack while at anchor by day in San Carlos Water and was the first Landing Ship Logistic to make the unescorted ammunition run to the exposed and possible, mined anchorage at Teal Inlet where she had to offload in daylight, initially without the benefit of an area air defence system. Throughout the period, Captain Pitt displayed considerable qualities of leadership, cooperation and courage in commanding a ship which was ever ready to perform a task. RFA SIR PERCIVALE was called to duties far beyond those that would reasonably be expected of her, considering her very light armament and her normal role. It was through Captain Pitt's drive, energy and cheerful enthusiasm that the ship performed all that was asked of her with an efficiency and timeliness which were an example to all. Captain Pitt's performance in the face of great danger and enemy action was in the highest traditions of the RFA Service.

Commander Paul Jeffrey BOOTHERSTONE, Royal Navy.

Commander Bootherstone commanded HMS ARROW during the Falklands crisis from the arrival of the Task Force until the fall of Port Stanley. Throughout this period, he drove his ship bravely and in an exemplary manner in the face of enemy and other dangers. HMS ARROW conducted a number of bombardments, notably off Port Stanley during daylight when the ship came under air attack which was successfully beaten off, and in support of the land attack on Goose Green when well timed, accurate fire along the line of enemy trenches was a vital factor in enabling our own forces to advance.

HMS ARROW was close to HMS SHEFFIELD when the latter was struck by Exocet missiles. Without hesitation, Commander Bootherstone drove his ship alongside the stricken vessel, ignoring imminent risks of fire and explosions from SHEFFIELD's magazines. As a result, not only was the firefighting effort enhanced, but the majority of SHEFFIELD's company were rescued, many by stepping from ship to ship.

HMS ARROW also participated in the defence of San Carlos Water, arriving on 24th May 1982, the day after HMS ANTELOPE had been sunk. For several days, HMS ARROW was subjected to regular intense air attacks directed at the frigates. Commander Bootherstone fought his ship with courage and determination, despite many near misses, and contributed very significantly to the protection of amphibious shipping and the attrition of enemy aircraft.

Commander Christopher John Sinclair CRAIG, Royal Navy.

Commander Craig was in command of HMS ALACRITY from the arrival of the Task Force off the Falkland Islands until her departure on the return journey on 6th June 1982. Throughout this time, he drove his ship with aggressive flair in the face of enemy and all other dangers. His exploits included several bombardments in which he came under return fire, clandestine operations and patrols within pilotage waters, including notably the first penetration of the Falkland Sound which at that time was suspected of being mined. He detected, engaged and sank an Argentine supply ship between East and West Falkland.

Subsequently, offshore, he was near ATLANTIC CONVEYOR when she was struck by Exocet missiles. Despite the raging fires and imminent danger of explosions from ammunition and fuel in ATLANTIC CONVEYOR, Commander Craig drove HMS ALACRITY as close alongside as possible, thus rescuing many survivors from boats, dinghies and the sea.

Commander Anthony MORTON, Royal Navy.

Commander Morton moulded his ship, HMS YARMOUTH, into a most effective fighting unit and it is remarkable that she came through the operation unscathed. She was in the thick of much of the action, accounting for several enemy aircraft in the Falkland Sound and San Carlos Water and carried out a prodigious amount of Naval Gunfire Support. HMS YARMOUTH was willingly the workhorse of the Task Force. Recovering survivors, towing HMS SHEFFIELD, going to South Thule, and generally always appearing in the right place at the right time. Her success spoke volumes for Commander Morton's professionalism, courage and leadership.

Commander Nicholas John TOBIN, Royal Navy

On 24th May 1982, HMS ANTELOPE, commanded by Commander Tobin, entered San Carlos Water to provide anti-aircraft protection to Amphibious Forces. Air attacks during the previous two days had been extremely heavy, being mainly directed at the frigates. HMS ARDENT had already been sunk with loss of life. During the day, HMS ANTELOPE had helped to fight off several air attacks and contributed significantly to the attrition of enemy aircraft in a series of spirited actions. One raid in particular singled out HMS ANTELOPE for kamikazi-like attention, in the course of which one enemy aircraft was shot down, probably by ANTELOPE, and another flew into the ship's foremast knocking the top overboard and subsequently disintegrating.

HMS ANTELOPE sustained hits which killed one rating, wounded others and left one unexploded bomb amidships. Commander Tobin anchored and calmly organised his Ship's Company before an unsuccessful attempt was made to defuse the bomb. The ensuing explosions ripped the ship apart, started uncontrollable fires and threatened further explosions from the ship's magazines. Commander Tobin correctly gave orders to abandon ship without which great loss of life would have ensued. His firm direction during the brave and orderly evacuation of the ship into rescue craft and the quite extraordinary morale of her Company were remarked upon by the rescuers.

Throughout the day Commander Tobin led his team in an exemplary manner with great courage and foresight.

Commander Nigel David WARD, A.F.C., Royal Navy

Commander Ward distinguished himself in action, both as an inspiring and dynamic Commanding Officer of 801 Squadron and as an outstandingly successful Sea Harrier pilot. From the first day HMS INVINCIBLE entered the Total Exclusion Zone around the Falkland Islands, the fighting spirit, superb morale and operational efficiency of 801 Squadron was apparent. These standards were maintained during a sustained period of operations without respite.

As a pilot Commander Ward flew more than 50 combat sorties by day and night, often in marginal weather conditions setting a splendid example to his Squadron of determination, skill and disregard for personal safety. He personally shot down three Argentine aircraft, a Mirage, a Pucara and a Hercules. The destruction of the Hercules, the only success against this most important target, was the result of an utterly determined, thoroughly professional piece of teamwork between Commander Ward and his No. 2 which left both aircraft severely extended by lack of fuel on the very long return flight.

Commander Alan William John WEST, Royal Navy.

On 21st May 1982, HMS ARDENT, commanded by Commander West, was deployed to Grantham Sound to conduct Naval Gunfire Support during the amphibious landings in San Carlos Water; in particular to cover the withdrawal of an SAS diversionary patrol. Isolated there, HMS ARDENT was subject to heavy air attack (at one stage eleven aircraft were involved). Despite these overwhelming odds, Commander West covered the SAS withdrawal and supported 2 Para establishing themselves on Sussex Mountain. He fought his ship bravely shooting down one Pucara, and continued to bring fire to bear on enemy aircraft despite the progressive loss of the ship's propulsion, Seacat system and 4.5 inch gun. Eventually, after having been hit by no less than nine bombs and several rockets, and with no hope of saving the ship he ordered her to be abandoned. The utmost credit should go to Commander West for continuing to fight his ship in the face of extreme adversity and in particular for the well organised manner in which she was abandoned. Without his calm courage and personal direction in the face of overwhelming odds far greater loss of life might have occurred.

Lieutenant Commander Andrew Donaldson AULD, Royal Navy

Lieutenant Commander Auld is the Commanding Officer 800 Naval Air Squadron. From the beginning of operations, he led the Squadron through the Falklands air battle, which was a most intense period of operations, with gallantry and dedication.

On May 1982, he led a daring and successful strike of nine aircraft at low level in the face of heavy anti-aircraft ground fire against Port Stanley airfield. Although his wing-man was hit, all aircraft returned safely. Following this he led many other dangerous low level attacks, facing high risks with great courage.

Lieutenant Commander Auld also played a key role in the air defence battle. He flew over 50 operational missions, on occasions up to four operational sorties per day, followed by long periods at night on deck alert. These included many sorties to repel enemy air attacks. In one incident, he attacked four low flying Mirages and, after destroying two with missiles, was engaging a third with guns when it was hit by a missile from his wing-man.

Lieutenant Commander Auld demonstrated outstanding qualities of valour and leadership over a most demanding and extended period of operational flying.

Lieutenant Commander Michael Dennison BOOTH, Royal Navy

Lieutenant Commander Booth commanded 847 Naval Air Squadron during the recapture of Port Stanley. He formed the helicopter unit from scratch in the United Kingdom for the operation. On arrival in the Falkland Islands, he threw himself into creating a dynamic and effective organisation ashore which consistently produced support of the highest order for the ground forces.

The Squadron flew tirelessly for long hours, often in the face of enemy air and ground attack, invariably led in the air by Lieutenant Commander Booth. His determined and selfless effort to ensure that the maximum support was provided in the most daunting conditions was an inspiration to his men, which they readily followed.

Without the efforts of his Squadron, the support afforded to the ground forces would have been considerably affected. Lieutenant Commander Booth's distinguished and gallant action in the presence of the enemy was in the highest traditions of the Service.

Lieutenant Commander Hugh Sinclair CLARK, Royal Navy

Lieutenant Commander Clark commanded 825 Naval Air Squadron during the assault on Port Stanley. His Unit had been hastily formed from an anti-submarine training squadron and arrived in the Falkland Islands with no military operational experience and little training in the support helicopter role. Short of equipment and expertise they landed and set to work to form an effective and efficient organisation.

This Squadron was immediately used to support ground forces in the front-line and, by wise direction, Lieutenant Commander Clark ensured that they rapidly learnt the necessary skills to produce creditable results. His exemplary leadership in the air in the face of ground and air attack by the enemy was reflected in the performance of his crews.

Lieutenant Commander Clark showed total disregard for his own safety in rescuing survivors from the blazing wreck of RFA SIR GALAHAD, hovering in dense smoke amongst exploding ammunition. Responding to such example, his Unit made a major contribution to the support of the troops engaged in the presence of the enemy which was in the highest traditions of the Service.

Lieutenant Commander Hugh John LOMAS, Royal Navy.

Lieutenant Commander Lomas commanded a large detachment of 845 Naval Air Squadron aircraft, both during landings at San Carlos and during the subsequent operation to re-take Port Stanley. He established his unit ashore with the minimum equipment and produced an efficient and effective organisation by ingenuity and initiative. His determined and gallant leadership in the air, often in the face of air attack and enemy ground fire was exemplary and was reflected in the noteworthy achievement of his Detachment. He made a substantial contribution to the support of the ground forces flying long hours in the most arduous conditions, consistently producing notable results. Lieutenant Commander Lomas' conduct and leadership were of the highest order reflecting the finest traditions of the Service.

Lieutenant Commander Neil Wynell THOMAS, Royal Navy.

Lieutenant Commander Thomas was serving as Commanding Officer 899 Naval Air Squadron when it was transferred to HMS HERMES on 4th April 1982. He brought his shore-based training Squadron, with several pilots incompletely trained, to success in combat against heavy odds in less than a month.

On 1st May 1982, he took part in a daring low level attack on Port Stanley airfield in the face of heavy anti-aircraft ground fire which rendered it unfit for use and led many other dangerous ground attack sorties. Lieutenant Commander Thomas also played an important part in the air battle. On one occasion, he shot down one of a wave of four Skyhawks and in the ensuing dog-fight in cloud and, when his remaining missile indicated that it had acquired a target, he showed great coolness in holding his fire until he was able to confirm that it had in fact detected his wing-man rather than the enemy, thus preventing a tragic accident.

During this period, Lieutenant Commander Thomas flew over 50 operational missions: on occasions taking part in up to four operational sorties per day followed by long periods on deck alert at night. He showed outstanding qualities of valour and leadership over a most demanding and extended period of operational flying.

Lieutenant Commander Simon Clive THORNEWILL, Royal Navy.

Lieutenant Commander Thornewill commanded 846 Naval Air Squadron throughout the campaign to re-take the Falkland Islands. He led the Squadron, and was personally involved, in a wide variety of day and night tasks ranging from the logistic support of the front line and direct support during the offensives, including San Carlos and Port Stanley, to covert insertions and SAR and casualty evacuation.

He shouldered the considerable burden of planning and bore the accidental loss of two aircraft with equanimity, leading his Squadron from the air in an exemplary manner. On 13th June, in the Mount Kent area, a helicopter piloted by Lieutenant Commander Thornewill was closed by two pairs of A4 aircraft. The enemy aircraft attacked from astern, but Lieutenant Commander Thornewill, with the help of his aircrewmembers, was able to execute a series of manoeuvres which succeeded in evading the fighters, although one of their cannon shells went through the main blade spar.

The outstanding performance of the Squadron in its diverse roles and his own notable courage and airmanship in the face of enemy attack reflected Lieutenant Commander Thornewill's gallant leadership.

Lieutenant Alan Reginald Courtenay BENNETT, Royal Navy.

Lieutenant Bennet, 846 Naval Air Squadron, made a particularly significant contribution to the unit's successful night operations. He displayed tireless enthusiasm, humour and dedication which were a guide and inspiration for all the crews.

During flying operations he showed great skill and courage despite the particularly hazardous nature of the missions in which he was involved.

Lieutenant Nigel Arthur BRUEN, Royal Navy.

During the evening of 25 May 1982, RFA SIR GALAHAD was struck by a 1000 lb bomb which failed to explode. Lieutenant Bruen, Officer in Charge Fleet Clearance Diving Team 3 was tasked to effect its removal.

The bomb was lodged in a difficult position, surrounded by broken batteries which had splashed acid around the compartment. The decision was taken to raise the bomb to the vehicle deck and dispose of it overboard. This difficult and dangerous task was successfully completed by the team in the early hours of the following day.

During the operation, Lieutenant Bruen showed great personal courage and impeccable leadership.

Lieutenant Richard HUTCHINGS, Royal Marines.

Lieutenant Hutchings, 846 Naval Air Squadron made an important contribution to the planning and conduct of operations by the use of his skills as a Combat Survival Instructor. He completed eight operational missions with dogged determination and courage, demonstrating great resilience under trying circumstances.

The personal courage over a prolonged period shown by Lieutenant Hutchings was of the highest order.

Lieutenant Nigel John NORTH, Royal Navy.

Between 1st and 19th May 1982, 846 Naval Air Squadron carried out 26 operational night sorties to insert, re-supply and extract reconnaissance patrols throughout East and West Falkland Islands. The Squadron also participated in the attack on Pebble Island.

In preparation for these tasks Lieutenant North was responsible for working up selected crews, at short notice, in the use of new tactics, techniques and equipment for this purpose. He then led the formation in the first mission and eventually completed eight such missions, including the Pebble Island operation. These required great skill, flying at night at low level above difficult terrain, often in appalling weather and visibility conditions. Lieutenant North displayed exceptional qualities of professionalism, courage and leadership and made an outstanding contribution to the successful execution of the tasks.

Lieutenant Stephen Robert THOMAS, Royal Navy.

Lieutenant Thomas, 801 Naval Air Squadron, a first tour pilot, flew 50 combat sorties and was involved in four separate actions against the Argentine Air Force. In each of these he acquitted himself exceptionally well showing disregard for his own safety. During these actions, one aircraft was destroyed by Lieutenant Thomas. On one occasion he and his partner were attacked by three Mirages firing missiles, but they turned the tables by shooting down two and damaging the third. On a second occasion, his aircraft was hit by anti-aircraft fire and communications lost, despite which he recovered safely to the ship. In two of the actions he was left with barely sufficient fuel but returned safely to the ship 150 miles away with professional skill and calmness. In each of the actions his excellent radar handling and teamwork were decisive factors. This young aviator displayed enormous courage, determination, good judgement and aggression in the face of the enemy.

Sub Lieutenant Peter Thomas MORGAN, Royal Navy.

On 21st May 1982 Sub Lieutenant Morgan was Officer of the Watch in HMS ARGONAUT when the ship came under intense air attack. Bomb damage put both engines out of action and jammed the rudders when the ship was at full ahead speed, going straight towards and very close to the coastline. Sub Lieutenant Morgan almost certainly saved the ship from going aground by racing to the fore-castle with two others to let go an anchor and stop her.

In his capacity as Officer-in-Charge of the Ships Diving Team he led his men on a two day operation to survey and make temporary repairs to bomb damage below the waterline. On two occasions he dived into the flooded forward magazine, in the knowledge that in addition to the hazards posed by twisted and jagged metal, there was an unexploded bomb in the compartment amongst damaged ordnance.

Throughout this dangerous and hectic period Sub Lieutenant Morgan displayed qualities of cool and quick thinking, as well as courage and stamina, in carrying out all his duties.

Fleet Chief Petty Officer (Diver) Michael George FELLOWS, B.E.M. J944234N.

On 21st May 1982 FCPO(D) Fellows, Fleet Clearance Diving Team 1, was tasked to investigate an unexploded 1,000 lb bomb on HMS ANTRIM. It proved impossible to determine whether the bomb was armed and the decision was taken to lift it from its position close to the Sealug missile magazine to the Flight Deck where it could be lowered into the water.

This operation was hampered by further air attacks during which the team had to stay close to the bomb to prevent it from being jarred. Smoke from burning materials forced them to wear breathing apparatus and to carry out fire fighting tasks to keep heat away. However, after a difficult ten hour operation they succeeded in disposing of the bomb and damaged pyrotechnics from the magazine. This was the first unexploded bomb dealt with during the Falklands conflict and, despite the absence of precedent, FCPO(D) Fellows led his team with devotion to duty of the highest order and complete disregard for personal safety. The conspicuous bravery shown by the team was a major factor in safeguarding the ship and her crew.

The QUEEN has been graciously pleased to approve the award of the Military Cross to the undermentioned in recognition of gallant and distinguished service during the operations in the South Atlantic:

Military Cross

Major Charles Peter CAMERON, Royal Marines

Major Cameron is the Commanding Officer of 3 Commando Brigade Air Squadron. From the first day of operations his Squadron of Gazelle and Scout helicopters rendered outstanding service in support of the Brigade, often flying in appalling weather conditions by day and night, having to evade Argentine fighters and anti-aircraft fire.

During these operations three helicopters were shot down with the loss of four lives. Nonetheless, the Squadron continued to provide extremely valuable support to the ground forces, ferrying urgently needed ammunition and evacuating wounded during the battle for Darwin and Goose Green amongst other actions.

Throughout this most demanding period, Major Cameron led his Squadron with humour and compassion both on the ground and in the air. His fine example of courage and determination, in the face of severe losses, was an inspiration to all and his leadership ensured that no call for help went unanswered.

Captain Peter Murray BABBINGTON, Royal Marines

On the night of 11th/12th June 1982, on the Island of East Falkland, 42 Command Royal Marines began a silent night attack against strongly held enemy positions on the Mount Harriet feature, five kilometres to the west of Port Stanley.

Initially, in getting onto and amongst the rocky crags of Mount Harriet, undetected by the enemy, they achieved brilliant surprise. The enemy, caught off balance, reacted fiercely. Captain Babbington was commanding the leading Company as the fighting erupted.

In the midst of a ferocious fire fight, Captain Babbington calmly directed his men and used his tactical and support weapons to maximum devastating effect. His personal courage and cool professionalism were an inspiring example and a crucial factor in defeating the enemy.

Lieutenant Clive Idris DYTOR, Royal Marines

On the night of 11th/12th June 1982, on the Island of East Falkland, 45 Commando Royal Marines, launched a silent night attack against strongly held enemy positions on the craggy hill feature of Two Sisters, ten kilometres to the West of Port Stanley.

Initially, in getting onto Two Sisters undetected, they achieved brilliant surprise. When discovered by the enemy a fierce fight ensued. At the height of the fighting Lieutenant Dytor and his Troop came under a hail of enemy fire. In an act of inspiring leadership, he fought his Troop forward and personally led the assault on a strong enemy machine gun position. His was the culminating feat of a highly successful action.

Lieutenant Christopher FOX, Royal Marines

During the night 5th/6th June 1982, on the Island of East Falkland, Lieutenant Fox led a reconnaissance patrol close to enemy positions on the Two Sisters feature ten kilometers to the West of Port Stanley.

Lieutenant Fox established a covert post from which he was able to control accurate fire against the enemy even though attacked by greatly superior forces. Although wounded, he finally withdrew his patrol, intact, to his unit lines.

The intelligence gained by Lieutenant Fox was vital to the planning of the subsequently successful attack by 45 Commando Royal Marines on the Two Sisters feature.

Lieutenant David James STEWART, Royal Marines

Early in the morning of the 9th June Lieutenant Stewart, 45 Commando led a troop strength fighting patrol to the Two Sisters feature in East Falklands with a mission to harass the enemy and cause him casualties. In bright moonlight and across 1000 metres of open ground Lieutenant Stewart led his patrol undetected into the enemy position. Two enemy sentries were killed and for the next 30 minutes a fierce fire fight ensued.

The enemy on the high ground and in position of their choosing were engaged with troop weapons and artillery with great skill, vigour and courage. The returning fire came from several different positions including 3 machine gun posts and artillery. During the withdrawal, Lieutenant Stewart himself gave covering fire to assist his men move across the open ground. There is no doubt that the success of this patrol which killed 7 enemy and sustained no casualties was largely due to the meticulous planning, the exhaustive rehearsals and the outstanding leadership and courage shown by Lieutenant Stewart. The effect on the enemy was shattering and possibly saved many lives of men in his company which attacked the position two days later.

The QUEEN has been graciously pleased to approve the Posthumous award of the Distinguished Flying Cross to the undermentioned in recognition of gallant and distinguished service during the operations in the South Atlantic:

Distinguished Flying Cross

Lieutenant Richard James NUNN, Royal Marines

On Friday 28th May 1982 the 2nd Battalion The Parachute Regiment was engaged in fierce fighting to take enemy positions in the area of Port Darwin. From dawn, Lieutenant Nunn, a Scout helicopter pilot, had supported the Battalion flying vital ammunition forward to the front line and had evacuated casualties heedless of enemy ground fire.

After flying continuously for three and a half hours, it was learnt that the Commanding Officer and others in Battalion Tactical Headquarters forward had been severely wounded. Lieutenant Nunn was tasked to evacuate these casualties collecting the Battalion Second in Command en route. However, five minutes after take off, suddenly and without prior warning, two Pucara aircraft appeared from the South and attacked the Scout with rockets and cannon fire. By great flying skill Lieutenant Nunn evaded the first attack but on the second his aircraft was hit and destroyed. Lieutenant Nunn was killed instantly and his aircrewman Sergeant Belcher was grievously wounded.

Lieutenant Nunn displayed exceptional courage, flying skill and complete devotion to duty in the face of the enemy. His achievements that day, supporting the Battalion, were exceptional and were instrumental in the eventual victory.

The QUEEN has been graciously pleased to approve the award of the Distinguished Flying Cross to the undermentioned in recognition of gallantry and distinguished service during operations in the South Atlantic:

Distinguished Flying Cross

Captain Jeffrey Peter NIBLETT, Royal Marines

During the attack on Darwin and Goose Green, Captain Niblett led a section of two Scout helicopters, supplying ammunition and evacuating casualties for two days, often in the thick of battle and under enemy fire. During one mission both Scouts were attacked by Argentine Pucara aircraft. The helicopters evaded the first attack but one was subsequently shot down. However, with quite exceptional flying skill and superb teamwork with his aircrewman, Captain Niblett evaded three further cannon and rocket attacks, safely completing the mission. He then resolutely continued support and casualty evacuation operations until well after dark.

His courage, leadership and flying skills were also demonstrated in an incident when he evacuated a seriously wounded Marine from Mount Challenger, flying in dark and misty conditions over most hazardous terrain. Captain Niblett proved himself an outstanding Flight Commander and pilot. The superb support that his flight as a whole gave to the landing force reflects his exemplary and dedicated service.

The QUEEN has been graciously pleased to approve the award of the Air Force Cross to the undermentioned in recognition of gallant and distinguished service during the operations in the South Atlantic:

Air Force Cross

Lieutenant Commander Douglas John Smiley SQUIER, Royal Navy

Lieutenant Commander Squier displayed outstanding leadership as Commanding Officer 826 Squadron during the Falklands conflict. He held his Squadron together and maintained their exceptionally high morale through what must be one of the longest sustained periods of continuous intensive flying in the history of British aviation, meeting every task however difficult or dangerous with determination and enthusiasm. An example of this attitude was the night of the SAS raid on Pebble Island, when atrocious weather and winds of up to 75 knots forced the escorts to slow, leaving HMS HERMES to proceed alone. Notwithstanding the conditions, which were way outside the limits for helicopter operations, Lieutenant Commander Squier unhesitatingly led his men to provide the necessary anti-submarine defence and surface warning for the Carrier so that the operation could continue. The Squadron lost two aircraft during the Falklands operation induced by operational flying pressure and without loss of life, but resolution remained remarkably firm. The great courage and outstanding contribution of Lieutenant Commander Squier's large Squadron with 60 aircrew, stems from the superb personal example he as a Commanding Officer set by his own calm and dedicated bravery in the air.

Lieutenant Commander Ralph John Stuart WYKES-SNEYD, Royal Navy

Lieutenant Commander Wykes-Sneyd commanded 820 Squadron with flair and distinction. During the Falkland Island crisis, 820 Naval Air Squadron flew for 64 days out of 66 on a continuous 24-hour basis. The majority of the flying inside the Total Exclusion Zone was at night, in poor weather or in fog. Throughout this exceptionally protracted marathon effort the serviceability of the Squadron was exceptional with barely a sortie missed. During this period, in which his Squadron flew over 1400 sorties, he showed outstanding leadership, drive and professionalism. His own flying skills were exceptional, setting a standard which inspired equally fine achievements from his Squadron. Lieutenant Commander Wykes-Sneyd's personal qualities of cool determination and resolution in preventing submarine attack, together with the remarkable record of his Squadron, mark him out as an outstanding Squadron Commanding Officer under the most testing conditions.

The QUEEN has been graciously pleased to approve the award of the Distinguished Conduct Medal to the undermentioned in recognition of gallant and distinguished service during the operations in the South Atlantic:

Distinguished Conduct Medal

Corporal Julian BURDETT, Royal Marines PO36660J

On the night of 11th/12th June 1982, on the Island of East Falkland, 45 Commando Royal Marines launched a silent night attack against strongly held enemy positions on the craggy hill feature of Two Sisters, ten kilometres to the west of Port Stanley. As Section Commander, Corporal Burdett was leading his Section when they came under heavy fire from enemy Mortars. Two of his men were killed instantly and he himself severely wounded. Despite these setbacks, he continued to encourage and steady his section as they moved forward.

Ignoring his wounds Corporal Burdett also continued to pass further important reports of enemy positions. Simultaneously he organised the evacuation of his wounded colleagues until he himself was carried from the scene of the fighting. Despite serious losses, Corporal Burdett's selfless and distinguished leadership inspired his men to continue their advance.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD

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

11th October, 1982

The QUEEN has been graciously pleased to approve the Posthumous award of the George Medal to the undermentioned in recognition of gallantry during the operations in the South Atlantic:

George Medal

Second Engineer Officer Paul Anderson HENRY, Royal Fleet Auxiliary

On 8th June 1982, after RFA SIR GALAHAD had been bombed by Argentine aircraft during troop disembarkation in Fitzroy Creek, the Engine Room compartments quickly filled with thick black smoke. Second Engineer Officer Henry and Third Engineer Officer Hailwood were present in the Main Control Room. A Junior Engineer Officer was at the after end of the Engine Room and had to fight his way back through thick smoke to the Main Control Room area.

Second Engineer Officer Henry then told the Junior Engineer Officer to take the breathing apparatus and set and get out of the Engine Room when they would follow. By this unselfish and courageous act, he saved the Junior Officer's life, at the same time sacrificing his own. The Junior Officer managed to reach safety, but both Second Engineer Officer Henry and Third Engineer Officer Hailwood perished.

Second Engineer Officer Henry's act will stand proudly in the annals of the Royal Fleet Auxiliary Service.

The QUEEN has been graciously pleased to approve the award of the George Medal to the undermentioned in recognition of gallantry during the operations in the South Atlantic:

George Medal

Able Seaman (Radar) John Edward DILLON, D191232P.

On 21st May 1982 Able Seaman (Radar) Dillon was in the After Damage Control Party onboard HMS ARDENT in Falkland Sound. Following a bomb attack on the ship he was assisting

in the control of flooding in the Dining Hall when the area sustained further major bomb damage and he was rendered unconscious. On regaining consciousness he found that he was pinned to the deck by heavy debris in the dimly lit devastated compartment. A fire was raging and the area was rapidly filling with thick smoke.

He extricated himself and despite pain from a large shrapnel wound in his back attempted unsuccessfully to free a man pinned down by a girder across his neck. He then made his way through the smoke towards a further man calling for help, whom he found trapped under heavy metal girders, bleeding from head and face wounds and with his left hand severely damaged. After several attempts, between which he had to drop to the deck to get breathable air, AB(R) Dillon succeeded in raising the debris sufficiently to allow the man to drag himself free. AB(R) Dillon's antiflash hood had been ripped off in the explosion, so afforded him no protection from the heat, and his left ear was burned. In their search for an escape route, the man, who was heavily built, fell into a hole in the deck, but was dragged out by the much slighter AB(R) Dillon to a hole in the ship's side where, although the man was able to inflate his own lifejacket, AB(R) Dillon was unable to follow suit, due to the pain in his throat caused by the smoke. Despite this, fearing that the weakened man would be dragged beneath the ship, AB(R) Dillon followed him into the water and pulled him away from the ship's side. By this time his exertions, pain and the cold of the sea had weakened AB(R) Dillon until he could do little to support himself in the water. Realising that there was a danger of him pushing the man under the water if he continued to hold onto him, he moved away and appreciating that he could no longer swim or grasp the strop lowered to him from a helicopter, slipped beneath the surface. He and the man were then rescued by a helicopter crewman.

There is little doubt that but for Able Seaman (Radar) Dillon's selfless acts with complete disregard for his personal safety the other man would not have escaped from the ship which was then being abandoned and sinking.

MINISTRY OF DEFENCE

Whitehall, London, S.W.1.

11th October, 1982

The QUEEN has been graciously pleased to approve the Posthumous award of the Distinguished Service Medal to the undermentioned in recognition of gallantry during the operations in the South Atlantic:

Distinguished Service Medal

Petty Officer Marine Engineering Mechanic (M) David Richard BRIGGS D1348157

On 4th May 1982, HMS SHEFFIELD was struck by an Exocet missile fired by an Argentine aircraft. Petty Officer Marine Engineering Mechanic Briggs was in the vicinity of the After Section Base and set in motion the initial fire-fighting effort.

He then moved forward to his action station at the Forward Section Base but at this stage personnel were being evacuated from this area on to the fore-castle. However, he led his team back to recover important equipment which was necessary to continue the fire-fighting operation. Unable to wear breathing equipment due to restricted access through a hatch, Petty Officer Marine Engineering Mechanic Briggs and his team re-entered the smoke filled forward section. In conditions of increasing smoke and almost no visibility Petty Officer Marine Engineering Mechanic Briggs made several journeys to the Forward Section Base to pass out much valuable equipment. Sadly on the last attempt he was overcome by smoke and rendered unconscious, subsequent attempts to revive him proving unsuccessful.

Petty Officer Marine Engineering Mechanic Briggs demonstrated leadership, bravery and devotion to duty in trying to save his ship.

Acting Corporal Aircrewman Michael David LOVE, Royal Marines P035079S.

Corporal Love, 846 Naval Air Squadron, completed seven operational sorties in very hazardous conditions. He played a vital part in the success of these missions and displayed remarkable skill, bravery and resilience during periods of intense activity. Sadly, he was later killed in a flying accident but his great contribution to the success of the Squadron's operations will always remain a source of inspiration.

The QUEEN has been graciously pleased to approve the award of the Distinguished Service Medal to the undermentioned in recognition of gallantry during the operations in the South Atlantic:

Distinguished Service Medal

Colour Sergeant Michael James FRANCIS, Royal Marines P021992F.

Colour Sergeant Francis, coxswain of LCU F1, was working in the vicinity of HMS ANTELOPE when her unexploded bomb detonated, resulting in an immediate fire which caused her crew, already at emergency stations, to be ordered to abandon ship. Colour Sergeant Francis took his craft in to help with the close range firefighting before being ordered to withdraw because of the considerable danger to his craft.

In a later incident on 8th June he put his craft alongside RFA SIR GALAHAD to start offloading troops to Fitzroy. Whilst alongside there was a sudden and completely unexpected bombing raid on the vessel and her sister ship RFA SIR TRISTRAM by four enemy aircraft. RFA SIR GALAHAD was hit centrally, immediately bursting into flames and billowing black smoke. One bomb fell within 10 feet of LCU F1. Despite the possibility of a second raid (which developed later), Colour Sergeant Francis stayed alongside and took off a craft load of about 100 survivors, including many very badly wounded. After landing this load Colour Sergeant Francis returned to the area of RFA SIR GALAHAD, by now an inferno, took off the few remaining survivors, helped RFA SIR GALAHAD's life rafts into the shore, and then checked the rest of the area and other life rafts for further survivors. These are two separate actions of calm and selfless bravery, one in the presence of the enemy.

Chief Marine Engineering Mechanic (M) Michael David TOWNSEND, K984117P.

On 21st May 1982, during intensive enemy air attacks, HMS ARGONAUT was struck by two bombs which did not explode, one lodging in the boiler room and the second entering the forward magazine through a fuel tank. Chief Marine Engineering Mechanic Townsend re-entered the boiler room to assess the damage and then organised and carried out the patching of a hole in the ship's hull at the water-line measuring four feet in diameter. He worked firstly inboard, passing over and working within five feet of the unexploded bomb, and then hanging over the side of the ship during continuing air attacks and the subsequent tow.

He then, without a break, attacked the flooding and damage caused by the second bomb. He directed and personally carried out pumping operations above the magazine containing this unexploded bomb and packed with explosives. He continued to search compartments flooded with diesel fuel for almost 48 hours.

Chief Marine Engineering Mechanic Townsend worked with no regard for his own safety. His fearlessness and resolute stamina in helping to overcome severe damage was a major factor in saving the ship.

Chief Petty Officer (Diver) Graham Michael TROTTER, D089894B.

On 28th May 1982, Chief Petty Officer (Diver) Trotter and Fleet Clearance Diving Team 3 were tasked to deal with an unexploded bomb onboard RFA SIR LANCELOT. The bomb was awkwardly located in the film store amongst a great deal of debris which had to be cleared before removal operations could take place. The removal operation was further complicated by the need to cut away metal, the lack of strong points in the superstructure, lack of cranes and in the final stage by fierce squalls which hindered sheer-leg manoeuvring.

Notwithstanding these major problems, this difficult and complex operation was completed by 1000Z on 29th May when the bomb was lowered to the sea-bed.

The team displayed courage and determination of the highest order in overcoming all the difficulties to achieve the successful completion of this task and continuing operations despite a high level bombing raid. As the leader, Chief Petty Officer (Diver) Trotter provided the drive and resourcefulness which were essential factors required for this difficult and dangerous task.

Chief Petty Officer Aircrewman Malcolm John TUPPER, D083002W.

From the initial landing at San Carlos until the surrender of the Argentine Forces Chief Petty Officer Aircrewman Tupper flew as aircrewman to the Commanding Officer of 846 Naval Air Squadron for 150 hours, carrying out a wide range of operational tasks. Amongst those were his participation in the rescue of the crew of HMS COVENTRY when he volunteered to be lowered into a life raft to give assistance to hypothermic, shocked and wounded survivors eventually becoming close to hypothermia himself.

On another mission in the Mount Kent area he gave warnings of two hostile aircraft about to attack the helicopter and then calmly passed contact reports to the pilot enabling him to take evasive action. His performance as the Squadron Chief Aircrewman was exemplary and a particular inspiration to younger and less experienced crewmen.

Petty Officer John Steven LEAKE D197741A.

Petty Officer Leake originally joined HMS ARDENT as a civilian NAAFI Canteen Manager. On the declaration of Active Service he volunteered to enrol as a Petty Officer on 15th May 1982.

On 21st May 1982 HMS ARDENT came under heavy attack by Argentine aircraft. Using his previous Army training, Petty Officer Leake was stationed as a machine gunner. Throughout the air attacks he remained cool and calm even though the ship was being hit by bombs and cannon fire. He fired large quantities of accurate tracer at the attackers and inflicted damage on a Skyhawk. His courage, steadfastness and total disregard for his own safety undoubtedly saved the ship from many further attacks and was an inspiration to all those in the vicinity.

Sergeant William John LESLIE, Royal Marines P023234T.

During the period 21st–26th May 1982 HMS BROADSWARD was subjected to numerous air attacks. During these attacks two aircraft were shot down by Sea Wolf missiles and two by Bofors gun and small arms fire.

Sergeant Leslie trained and was in charge of a General Purpose Machine Gun Rifle Battery manned by a mixed group of seamen and marines on the signal deck. His professional expertise with weapons and his steadiness under fire quickly won the confidence of these men, despite their exposed position, and ensured the effectiveness of their fire, leading to the destruction of two enemy aircraft. Although narrowly missed by a 30 mm cannon shell in an early attack, Sergeant Leslie was unperturbed and continued coolly to guide and encourage his men during successive waves of air attacks on and off duty throughout the whole period.

Acting Petty Officer (Sonar) (SM) Graham John Robert LIBBY, D152458V.

Whilst on patrol north of the Falklands Islands on 25th May 1982 a floating wire aerial trapped round HMS CONQUEROR's propeller causing cavitation and noise to the detriment of her operational effectiveness.

Acting Petty Officer (Sonar) (SM) Libby volunteered to carry out a dive to free the obstruction. With the submarine surfaced he knew full well that if she were detected by Argentine aircraft she would possibly have to dive without recovering him. He was also battered by heavy waves, threatening to part his lifeline and sweeping him away. Nonetheless he succeeded in clearing most of the obstruction, after twenty minutes in dark, freezing, and terrifying conditions, enabling HMS CONQUEROR to continue on her patrol unhindered.

Acting Petty Officer (Sonar) (SM) Libby demonstrated a degree of cold, calculated courage and willingness to risk his life for the benefit of his ship far beyond any call of duty.

Leading Aircrewman Peter Blair IMRIE, D134900T.

Leading Aircrewman Imrie, 846 Naval Air Squadron, flew several missions in very hazardous circumstances. During these operations he displayed great courage and disregard for his own safety. His personal contributions to the Squadron's activities were of the greatest importance.

Leading Seaman (Radar) Jeffrey David WARREN, D133771A

On 23rd May 1982 HMS ANTELOPE came under heavy attack by Argentine aircraft. Leading Seaman (Radar) Warren was at his action station as starboard 20 mm gun aimer. He showed coolness and steadiness, shooting down one Skyhawk. Later, when a bomb detonated onboard he joined a small team of fire fighters who attempted to extinguish the fires above the explosion area, although they had no protective gear available. He saved the life of another member of this team by pulling him clear when he was overcome by smoke and about to fall through a hole in the ship's side.

Although he was affected by smoke himself Leading Seaman (Radar) Warren joined another fire-fighting team until they were halted by a lack of fire main and equipment. He then assisted the Commanding Officer whenever possible until the ship was abandoned. He demonstrated noticeable bravery and disregard for personal safety while fighting to preserve his ship and the safety of his fellows.

The QUEEN has been graciously pleased to approve the award of the Military Medal to the undermentioned in recognition of gallant and distinguished service during the operations in the South Atlantic:

Military Medal

Sergeant Thomas COLLINGS, Royal Marines P029088B.

During the Falkland Islands conflict Sergeant Collings, 3 Commando Brigade, participated in several particularly hazardous actions. During these he displayed great personal courage and, despite the close proximity of Argentine forces, he often provided accurate appraisals of the hostile units which were of great assistance to his Commanding Officer.

He also demonstrated physical endurance of the highest order which was a great inspiration to the men of his unit. His professional ability and bravery reflected the finest traditions of the Corps.

Sergeant Michael COLLINS, Royal Marines P027813G.

On the night of 11th/12th June 1982, on the Island of East Falkland, 42 Commando, Royal Marines planned for a night attack on Mount Harriet. Crucial to success was the need to reconnoitre a route through unmarked minefields.

In the days preceding the attack Sergeant Collins volunteered to lead a patrol to probe and find a route through. During their reconnaissance a mine exploded causing a member of the patrol to lose a leg: he had to be carried back to safety.

Undeterred, Sergeant Collins again volunteered to lead a further reconnaissance patrol. Despite detection and coming under heavy enemy fire, by his outstanding leadership and determination the patrol made a vitally important contribution to the overall success of the operation.

Sergeant Joseph Desmond WASELL, Royal Marines.

Sergeant Wassell commanded a four man team in the Mountain and Arctic Warfare Cadre. His quiet and steadfast leadership and professionalism led him to be selected for several particularly hazardous missions culminating in an operation in conjunction with Lieutenant Haddow's team on Goat Ridge while it was still in the hands of the enemy. He led his team on a detailed night reconnaissance patrol and then lay up for 24 hours, at times within a few feet of the enemy. He produced a detailed map listing the size and location of the enemy position which was later used to very good effect. Whilst in this area Sergeant Wassell also directed and controlled artillery fire to within 20 metres of his own men, causing considerable damage to the enemy. Two nights later he returned to Goat Ridge and led the 1st Battalion 7th Gurkha Rifles in their move forward to assault Mount William.

Sergeant Wassell set an example of courage in the face of the enemy and the elements that was an inspiration to all.

Corporal Michael ECCLES, Royal Marines, P028263C.

On 12th June 'K' Coy was the leading company for a unit night attack against a strongly held Argentine position on Mount Harriet. After surprising the enemy fierce fighting followed at close quarters amongst the rocks in which decisive and inspiring leadership at section level proved critical. Corporal Eccles set an outstanding example in this respect by leading from the front to encourage his section to exploit shock action and successfully overrun the position. This was only achieved, in fact, by a series of assaults against machine gun positions and groups of snipers. Several ranks were wounded, including another section commander, while the troop became even more depleted as increasing numbers of the enemy surrendered and had to be guarded. Corporal Eccles pressed on relentlessly, however, to inflict sufficient casualties for the remainder to abandon further resistance.

Corporal David HUNT, Royal Marines, P035637B.

Corporal Hunt was a Section Commander in a Rifle Company of 42 Commando throughout the campaign. His qualities of leadership, determination, professionalism and good humour were outstanding, often in the most arduous and dangerous circumstances.

During the attack on Two Sisters, he was the first to spot enemy positions and to give accurate reports which resulted in artillery fire being brought to bear.

It was while leading his section that he became wounded and lost the use of his arm. Ignoring his wounds he continued to lead his men forward until they were successful in their mission.

Corporal Stephen Charles NEWLAND, Royal Marines, P030503S.

On the night of 11th/12th June 1982, on the Island of East Falkland, 42 Commando Royal Marines began a silent night attack against strongly defended enemy positions on the Mount Harriet feature, five kilometres to the west of Port Stanley.

Initially, in getting onto and amongst the rocky crags of Mount Harriet, they achieved brilliant surprise. Thereafter, a fierce attack erupted and Corporal Newland's Section were pinned down by enemy machine gun fire from a cliff above.

Ignoring the obvious dangers, Corporal Newland scaled the cliff and, single-handed, attacked the enemy with bullet and grenade. Although wounded in both legs he continued to engage the enemy and direct his Section onto their position.

Corporal Harry SIDDALL, Royal Marines, P027128B.

On the morning of 12th June 1982, 45 Commando Group had secured their objective of the Two Sisters hill. It was thought that a possible enemy mortar position was situated at the base of a forward slope in the van of enemy positions on Tumbledown Mount. Corporal Siddall, "Y Coy" and Bombardier Holt went forward to attempt to identify the base plate positions.

Because of difficult terrain and lack of routes Corporal Siddall left his section to his rear in a firm base. From his forward position he heard enemy approaching. When the four man patrol closed he opened fire, killing one man, and capturing the remaining three, one of whom was wounded.

Corporal Siddall's sustained qualities of leadership and determination showed a complete indifference to adverse conditions and his personal safety.

Corporal Chrystie Nigel Hanslip WARD, Royal Marines, P031958E.

On 12th June 1982 'K' Coy, 42 Commando, was the leading company for a unit night attack against a strongly held Argentine position on Mount Harriet. Fierce fighting followed at close quarters amongst the rocks in which decisive and inspiring leadership was vital. Corporal Ward set an outstanding example in this respect by leading from the front to encourage his section to exploit shock action and successfully overrun the position. This was only achieved by a series of assaults on machine gun positions and groups of snipers. Several ranks were wounded including another section commander, and the need to guard the increasing numbers of the enemy surrendering depleted the troop still further. Corporal Ward pressed on relentlessly however, to inflict sufficient casualties for the remainder to abandon further resistance.

Acting Corporal Andrew Ronald BISHOP, Royal Marines, P037457N.

On the night of 11th/12th June 1982, on the Island of East Falkland, 45 Commando Royal Marines, launched a silent night attack against strongly held enemy positions on the craggy hill feature of Two Sisters.

Initially, until eventually detected by the enemy, they achieved brilliant surprise. In the fierce fighting that erupted Acting Corporal Bishop's Section Commander was killed by intense fire from an enemy machine gun post.

Showing a complete disregard for his own safety, Acting Corporal Bishop rallied his Section and led them forward to assault and take the enemy's position.

His clear assessment and determination under fire inspired his colleagues and made a vital contribution to the overall success of the attack.

Marine Gary William MARSHALL, Royal Marines, P041435J.

During the night 8th/9th June 1982, on the Island of East Falkland, Marine Marshall was on patrol in the area of the Two Sisters feature, ten kilometres to the west of Port Stanley.

Disregarding his personal safety, Marine Marshall dashed across open moonlit ground through enemy fire to secure a vital position. That done, using his machine gun, he engaged and destroyed the two enemy machine gun posts that had dominated the area.

His action was inspiring and enabled his Troop to safely withdraw to secure positions.

The QUEEN has been graciously pleased to approve the award of the Distinguished Flying Medal to the undermentioned in recognition of gallant and distinguished service during operations in the South Atlantic.

Distinguished Flying Medal

Sergeant William Christopher O'BRIEN, Royal Marines P030684R.

During the attack on Darwin and Goose Green Sergeant O'Brien piloted a Gazelle helicopter of M Flight, 3rd Commando Brigade Air Squadron. For two days his helicopter conducted supply and casualty evacuation operations, often under enemy fire.

With his Flight Commander he also took part in 17 night flying sorties to evacuate wounded personnel and resupply vital ammunition. At times these sorties necessitated flying forward to company

lines in the heat of battle and in appalling weather. The conspicuous gallantry and cool professionalism displayed on all these occasions was superb and Sergeant O'Brien made an outstanding contribution. His expertise and competence as a pilot has been widely admired and recognised.

CENTRAL CHANCERY OF THE ORDERS
OF KNIGHTHOOD

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

11th October, 1982

The QUEEN has been graciously pleased to approve the Posthumous award of the Queen's Gallantry Medal to the undermentioned in recognition of gallantry during the operations in the South Atlantic.

Queen's Gallantry Medal

Acting Colour Sergeant Brian JOHNSTON, Royal Marines, P023116X.

Colour Sergeant Johnston, coxswain of LCU F4, was working in the vicinity of HMS ANTELOPE when her unexploded bomb detonated, starting an immediate fire which caused her crew, already at emergency stations, to be ordered to abandon ship. Without hesitation Colour Sergeant Johnston laid his craft alongside the ANTELOPE and began to fight the fire and take off survivors. At approximately 2200Z he was ordered to stay clear of the ship because of the severity of the fire and the presence of a second unexploded bomb. Colour Sergeant Johnston remained alongside until his load was complete. In all LCU F4 rescued over 100 survivors from the ANTELOPE.

On 8 June, LCU F4 was attacked by enemy aircraft in Choiseul Sound. During this action Colour Sergeant Johnston and five of his crew were killed.

Colour Sergeant Johnston's selfless bravery in the face of extreme danger was in the highest traditions of the Corps.

The QUEEN has been graciously pleased to approve the award of the Queen's Gallantry Medal in recognition of gallantry during the operations in the South Atlantic:

Queen's Gallantry Medal

Chief Engineer Officer Charles Kenneth Arthur ADAMS, Royal Fleet Auxiliary.

On 26 May 1982, Chief Engineer Officer Adams, RFA SIR GALAHAD, gave much valuable advice and assistance during the removal of an unexploded 1000 lb bomb from his ship. During this operation, he spent a considerable time in the compartment where the bomb was lodged and made a significant contribution to the removal operation.

At 0600 on the following morning he volunteered to go to RFA SIR LANCELOT to advise on the removal route for the unexploded bomb in that ship, again working in close proximity to an unexploded bomb.

His courage determination and professionalism, in difficult and dangerous circumstances were of a high order.

Lieutenant John Kenneth BOUGHTON, Royal Navy

Lieutenant Philip James SHEDDON, Royal Navy.

On 8 June 1982, RFA SIR GALAHAD and RFA SIR TRISTRAM, carrying large numbers of troops, were attacked by aircraft of the Argentine Air Force. RFA SIR GALAHAD was left damaged and burning with a considerable number of casualties. Aircraft of 825 Naval Air Squadron were on the scene within minutes and were joined for a time by a Sea King IV and Wessex V.

The helicopters captained by Lieutenant Boughton and Lieutenant Sheldon conducted pick-ups of troops and crew mustered in the extremely confined area of the LSL fore-deck. Many were injured or in shock. The rescues were conducted close to masts and rigging with little clearance for the aircraft and with no regard for personal safety. Ammunition and pyrotechnics were exploding and there was a threat of further attack by enemy aircraft. Evacuation and rescue continued until darkness and were in fact interrupted by a further air attack.

The professionalism and bravery demonstrated in these operations by Lieutenant Boughton and Lieutenant Sheldon is representative of the crews and their Squadron.

Third Officer Andrew GUDGEON, Royal Fleet Auxiliary.

Third Officer Gudgeon had been relieved in RFA SIR GALAHAD at Plymouth on 4 April 1982, but volunteered to remain during the Falkland Island campaign. On two occasions during this time he showed great courage in risking his life in order to save others. When HMS ANTELOPE blew up and caught fire

in San Carlos Water, he volunteered to cox the crash boat to pick up survivors. This he did knowing that HMS ANTELOPE had a second unexploded bomb onboard. Despite the fire spreading rapidly, spent Seacat missiles landing nearby, he carried out the rescue of several survivors in a cool and determined manner.

Later, when SIR GALAHAD was bombed by Argentine aircraft and set on fire at Fitzroy Creek, the accommodation aft was rapidly set on fire and quickly filled with acrid smoke. Third Officer Gudgeon, wearing breathing apparatus, entered the area to search for people trapped. On his way towards the Galley he found someone at the foot of the ladder, trapped by debris but still alive. He made an unsuccessful attempt to move him and then decided to seek assistance, but as there were no more sets of breathing apparatus, he returned to make another rescue attempt. Unfortunately the man died.

Third Officer Gudgeon placed his concern for others above his own safety and carried out his tasks with great courage and determination.

Third Engineer Brian Robert WILLIAMS, Merchant Navy.

At the time when ATLANTIC CONVEYOR was hit by Exocet missiles. Mr Williams, the Engineer Officer was stationed on watch in the Engine Control Room with the mechanic.

Soon after the missiles hit, the mechanic left the room and shortly after this was heard calling for help. The room was filling with smoke and would shortly be abandoned. Nonetheless Mr Williams promptly put on breathing apparatus and set off to the rescue of the mechanic whom he found, following a further large explosion, seriously injured and trapped in a way that assistance would be required to release him. Mr Williams went quickly to get help. Then, realising that a further rescue mission was a forlorn hope and knowing that there was a grave risk of further explosions and the spread of fire, he armed himself with asbestos gloves and fresh breathing apparatus and accompanied by the Doctor and a PO Engineer again braved the appalling heat and smoke for a further attempt to rescue the mechanic. However, as they approached, the conditions became literally unbearable and the mission had to be abandoned.

Mr Williams made his report calmly and then went to the Breathing Apparatus store where he began valiant efforts to recharge air breathing bottles. He was eventually ordered to the upper deck to abandon ship.

Throughout the incident Mr Williams showed exceptional bravery and leadership and a total disregard for his own safety.

Marine Engineering Artificer (M) 1st Class Kenneth ENTICKNAPP, D113547S.

On 21 May 1982, HMS ARDENT was on station in San Carlos Water, East Falkland Island providing a defensive cover against air attack from Argentine forces, as land forces equipment and supplies were being put ashore. The ship was first straddled by 2 bombs with little damage caused, but a subsequent aircraft in the same wave hit the ship port aft, destroying the Seacat missile launcher.

HMS ARDENT was then attacked by 8 aircraft resulting in 8 further hits and very severe damage. The Damage Control parties, working in exposed positions, suffered the most serious casualties. There was widespread flooding of major spaces and a list developed.

MEA(M)1 Enticknapp was in charge of the after damage control party. Although the area was wrecked by the first bomb hits and he slightly injured, he led his team successfully in fire fighting and damage control. Then, in the second wave of attacks, further bombs hit his team killing all except two of his men. Now seriously injured, MEA(M)1 Enticknapp continued to fight the fire with the remaining man until a further bomb felled him, trapping him in the wreckage. Despite his own serious injuries MEA(M)1 Enticknapp showed dedication to duty under constant enemy attack in the best traditions of the Service in placing the safety of other lives above his own.

Petty Officer Medical Assistant Gerald Andrew MEAGER, D127245D.

On 4 May 1982, HMS SHEFFIELD was engaged in air defence of the South Atlantic Task Group when she was hit amidships by an Exocet missile which caused major damage and casualties. After 4½ hours, with fighting capability destroyed and fire approaching the forward missile and gun magazines, the order to abandon ship was given to prevent further loss of life.

POMA Meager gave immediate first aid treatment to the more serious casualties then collecting together his first aid teams established a most effective casualty centre in the hangar. He provided excellent direction and considerate encouragement where it was needed, comforted those who were suffering from shock and organised the evacuation of casualties by helicopter. At one point, receiving a report that a man below decks had been overcome by smoke, Meager donned breathing apparatus and rescued an

unconscious man in most difficult circumstances. He also retrieved the body of another apparently unconscious man to an area where he could attempt resuscitation, though his subsequent determined efforts to save this man's life were unsuccessful. Later, at the order to abandon ship, he supervised most efficiently the evacuation of the remaining wounded and continued his care for them whilst on board the rescue ship.

POMA Meager's selfless dedication to duty and professionalism in difficult circumstances undoubtedly saved life and minimised many injuries.

MINISTRY OF DEFENCE

Whitehall, London, S.W.1

11th October, 1982

The QUEEN has been graciously pleased to approve the undermentioned to be Mentioned-in-Despatches in recognition of service during the operations in the South Atlantic:

Mention in Despatches

Chief Officer John Keith BROCKLEHURST, Merchant Navy.
 Commander Robert Duncan FERGUSON, Royal Navy.
 Chief Officer Peter Ferris HILL, Royal Fleet Auxiliary.
 Major Peter Ralph LAMB, Royal Marines.
 Commander Roger Charles LANE-NOTT, Royal Navy.
 Commander Thomas Maitland LE MARCHAND, Royal Navy.
 Major Michael John NORMAN, Royal Marines.
 Major David Anthony PENNEFATHER, Royal Marines.
 Chief Engineer James Mailer STEWART, Merchant Navy.
 Commander James Bradley TAYLOR, Royal Navy.
 Commander Bryan Geoffrey TELFER, Royal Navy.
 Major Rupert Cornelius VAN DER HORST, Royal Marines.
 Lieutenant Commander Michael Stephen BLISSETT, Royal Navy.
 Lieutenant Commander Barry William BRYANT, Royal Navy.
 Lieutenant Commander Robert Gerwyn BURROWS, Royal Navy.
 Lieutenant Commander John Sydney Maurice CHANDLER, Royal Navy.
 Lieutenant Commander John Normanton CLARK, Royal Navy.
 Captain Michael Anthony Falle COLE, Royal Marines.
 Lieutenant Commander Gervais Richard Arthur CORYTON, Royal Navy.
 Lieutenant Commander Rodney Vincent FREDERIKSEN, Royal Navy.
 Lieutenant Commander David Gordon GARWOOD, Royal Navy.
 Lieutenant Commander Andrew Clive GWILLIAM, Royal Navy.
 Lieutenant Commander Laon Stuart Grant HULME, Royal Navy.
 Lieutenant Commander Ian INSKIP, Royal Navy.
 Lieutenant Commander Robin Sean Gerald KENT, Royal Navy.
 Lieutenant Commander John Andrew LISTER, Royal Navy.
 Lieutenant Commander Iain Bruce MACKAY, Royal Navy.
 Lieutenant Commander Clive Ronald Wellesley MORRELL, Royal Navy.
 Lieutenant Commander Kenneth Maclean NAPIER, Royal Navy.
 Captain Andrew Bennett NEWCOMBE, Royal Marines.
 Lieutenant Commander Michael John O'CONNELL, Royal Navy.
 Captain Eugene Joseph O'KANE, Royal Marines.
 Captain Andrew Robert PILLAR, Royal Marines.
 Captain Nicholas Ernest POUNDS, Royal Marines.
 Lieutenant Commander Alvin Arnold RICH, Royal Navy.
 Lieutenant Commander Robert Ernauld WILKINSON, Royal Navy.
 Lieutenant Philip James BARBER, Royal Navy.
 Lieutenant Nicholas Abraham Marsh BUTLER, Royal Navy.
 Lieutenant Christian Thomas Gordon, CAROE, Royal Marines.
 Lieutenant Christopher Hugh Trevor CLAYTON, Royal Navy.
 Lieutenant Ronald Lindsay CRAWFORD, Royal Marines.
 Lieutenant William Alan CURTIS, Royal Navy (*Posthumous*).
 Lieutenant Andrew John EBBENS, Royal Marines.
 Lieutenant William James Truman FEWTRELL, Royal Navy.
 Lieutenant Fraser HADDOW, Royal Marines.
 Lieutenant Robert Ian HORTON, Royal Navy.
 Lieutenant Herbert John LEDINGHAM, Royal Navy.
 Lieutenant David Anthony LORD, Royal Navy.
 Lieutenant Peter Charles MANLEY, Royal Navy.
 Lieutenant Andrew Neville MCHARG, Royal Navy.
 Lieutenant John Andrew Gordon MILLER, Royal Navy.

- Lieutenant Paul Graham MILLER, Royal Navy.
 Lieutenant Andrew Gerald MOLL, Royal Navy.
 Lieutenant Richard John ORMSHAW, Royal Navy.
 Lieutenant Christopher Laurence PALMER, Royal Navy.
 Lieutenant Roland Frederick PLAYFORD, Royal Marines.
 Lieutenant Christopher James POLLARD Royal Navy.
 Lieutenant Anthony PRINGLE, Royal Navy
 Lieutenant Peter Iain Mackay RAINEY, Royal Navy.
 Lieutenant Frederick William ROBERTSON, Royal Navy.
 Lieutenant Robin Edgar John SLEEMAN, Royal Navy.
 Lieutenant David Alexander Bereton SMITH, Royal Navy.
 Lieutenant Nicholas TAYLOR, Royal Navy (*Posthumous*).
 Lieutenant Christopher TODHUNTER, Royal Navy.
 Sub Lieutenant Richard John BARKER, Royal Navy.
 Sub Lieutenant Richard Charles EMLY, Royal Navy (*Posthumous*).
 Sub Lieutenant David Edgar GRAHAM, Royal Navy.
 Sub Lieutenant Paul John HUMPHREYS, Royal Navy.
 Midshipman Mark Thomas FLETCHER, Royal Navy.
 Fleet Chief Marine Engineering Artificer (P) Ernest Malcolm UREN, D069665M.
 Warrant Officer Class 2 Robert John BROWN, Royal Marines, P021729L.
 Warrant Officer Class 2 Adrian Spencer ROBINSON, Royal Marines, P019573Y.
 Chief Air Engineering Artificer (M) Richard John BENTLEY, D065863N.
 Marine Engineering Artificer (H) 1st Class Derek Adrian BUGDEN, D087152F.
 Colour Sergeant Barrie DAVIES, Royal Marines, P020357M.
 Weapon Engineering Artificer 1st Class Anthony Charles EGGINGTON, D076798T (*Posthumous*).
 Chief Marine Engineering Artificer (H) Keith William GOLDIE, D098612T.
 Chief Petty Officer (Ops)(M) Eric GRAHAM, D093155W.
 Chief Petty Officer (Diver) Brian Thomas GUNNELL J928008Q.
 Marine Engineering Artificer (H) 1st Class Peter Gerhard JAKEMAN, D104369N.
 Marine Engineering Artificer (M) 1st Class Kevin Stuart LAKE, D120231J.
 Chief Petty Officer Airman (AH) Nicholas Charles MARTIN, D062129D.
 Marine Engineering Mechanician (M) 1st Class Timothy MILES, D104773Q.
 Marine Engineering Artificer (M) 1st Class Stephen Derek MITCHELL, D154261B
 Weapon Engineering Mechanician 1st Class Peter Robert MOIR, D077965Y.
 Marine Engineering Mechanician (M) 1st Class Hugh Bromley PORTER, D089199D.
 Marine Engineering Mechanician 1st Class Alan Gordon SIDDELE, D081197P.
 Chief Marine Engineering Mechanician Tyrone George SMITH, D060835V.
 Marine Engineering Artificer (M) 1st Class Simon Patrick TARABELLA, D121652D.
 Acting Chief Weapon Engineering Mechanician Michael Gordon TILL, D099091A (*Posthumous*)
 Marine Engineering Mechanician (L) 1st Class William Geoffrey WADDINGTON, D119620E.
 Colour Sergeant Everett YOUNG, Royal Marines, P023189T.
 Petty Officer Aircrewman Alan ASHDOWN, D113217K.
 Petty Officer Aircrewman John Arthur BALLS, BEM, D105972F.
 Sergeant Peter BEEVERS, Royal Marines, P026130T.
 Sergeant Ian William BRICE, Royal Marines, P027697Y.
 Sergeant Edward Lindsay BUCKLEY, Royal Marines, P025425T.
 Sergeant Brian Gordon BURGESS, Royal Marines, P037926M.
 Petty Officer Aircrewman Richard BURNETT, D183515C.
 Sergeant Edgar Robert CANDLISH, Royal Marines, P031726H.
 Sergeant Robert Terence COOPER, Royal Marines, P027420D.
 Sergeant Graham DANCE, Royal Marines, P041201U.
 Sergeant Colin Charles DE LA COUR, Q.G.M. Royal Marines, P024604K.
 Sergeant Brian DOLIVERA, Royal Marines, P028117H.
 Petty Officer Marine Engineering Mechanician (M) John Richard ELLIS, D077493B.
 Sergeant Andrew Peter EVANS, Royal Marines, P025446U (*Posthumous*).
 Sergeant Ian David FISK, Royal Marines, P028197B.
 Weapons Engineering Artificer 2nd Class Jonathan Martin Charles Foy, D147831X.
 Sergeant David Keith HADLOW, Royal Marines, P032506X.
 Sergeant Kevin Michael JAMES, Q.G.M. Royal Marines, P025432M.
 Petty Officer (Missile) Hugh JONES, D076100V.
 Marine Engineering Artificer 2nd Class David John LEANING, D154240A.
 Sergeant William David Paul LEWIS, Royal Marines, P028215X.
 Sergeant Mitchell MCINTYRE, Royal Marines, P022409Q.
 Sergeant Henry Frederick NAPIER, Royal Marines, P025932E.
 Petty Officer Air Engineering Mechanician (M) Stuart RAMSBURY, D102005H.
 Acting Petty Officer Marine Engineering Mechanician (M) David Morgan Kerlin ROSS, D149384F.
 Sergeant Thomas Arthur SANDS, Royal Marines, P027627C.
 Sergeant William John STOCKS, Royal Marines, P024265U.
 Sergeant Christopher Ralph STONE, Royal Marines, P026323M.
 Petty Officer Aircrewman Colin William TATTERSALL, D130870T.
 Weapon Engineering Mechanician 2nd Class Barry James WALLIS, D135931G (*Posthumous*).
 Sergeant Robert David WRIGHT, Royal Marines, P027999Q.
 Acting Leading Medical Assistant George BLACK, D156353Y.
 Acting Leading Marine Engineering Mechanician (M) Craig Robert BOSWELL, D166924U.
 Corporal Christopher John Graham BROWN, Royal Marines, P033816X.
 Corporal Gordon COOKE, Royal Marines, P024499L.
 Leading Seaman (Missile) Robert Marshall GOULD, D142490P.
 Leading Aircrewman James Andrew HARPER, D157272T.
 Acting Leading Marine Engineering Mechanician (M) Stanley William HATHAWAY, D187590N.
 Leading Radio Operator (Tactical) Roderick John HUTCHESON, D125879S.
 Leading Seaman (Diver) Phillip Martin KEARNS, D165223E.
 Corporal Thomas William MCMAHON, Royal Marines, P030590A.
 Leading Aircrewman Ian ROBERTSON, D181123Y.
 Leading Seaman (Diver) Charles Anthony SMITHARD, D172151C.
 Leading Seaman (Diver) Anthony Saviour THOMPSON, D142800G.
 Leading Aircrewman Stephen William WRIGHT, D155244K.
 Leading Medical Assistant Paul YOUNGMAN, D153917W.
 Radio Operator (Tactical) 1st Class, Richard John ASH, D179252P.
 Lance Corporal Peter William BOORN, Royal Marines, P037261V.
 Able Seaman (Missile) Nicholas Scott BROTHERTON, D176347N.
 Marine Engineering Mechanician (M) 1st Class Lee CARTWRIGHT, D166332T.
 Marine Engineering Mechanician (M) 1st Class Michael Lindsay CHIPLEN, D169374E.
 Able Seaman (Missile) Andrew COPPELL, D167857W.
 Marine Engineering Mechanician (M) 1st Class Christopher CROWLEY, D168185G.
 Marine Engineering Mechanician (M) 1st Class David John EDWARDS, D169378U.
 Lance Corporal Barry GILBERT, Royal Marines, P040829B.
 Able Seaman (Missile) Stephen INGLEBY, D182467J.
 Able Seaman (Radar) Mark Stanley LEACH, D166068N.
 Medical Assistant Michael NICELY, D162979K.
 Marine Engineering Mechanician (M) 1st Class David John SERRELL, D148036B.
 Marine Engineering Mechanician (M) 1st Class Alan STEWART, D177728N.
 Able Seaman (Diver) David WALTON, D182484U.
 Marine Robert BAINBRIDGE, Royal Marines, P027011B.
 Marine Nicholas John BARNETT, Royal Marines, P038293A.
 Marine David Stanley COMBES, Royal Marines, P037746K.
 Marine Garry CUTHELL, Royal Marines, P036511U.
 Marine Leslie DANIELS, Royal Marines, P038702U.
 Marine Stephen DUGGAN, Royal Marines, P029137R.
 Marine Leonard John GOLDSMITH, Royal Marines, P041637T.
 Marine Graham HODKINSON, Royal Marines, P028769S.
 Marine Mark Andrew NEAT, Royal Marines, P040450H.
 Marine Geoffrey NORDASS, Royal Marines, P038320X.
 Marine David Lloyd O'CONNOR, Royal Marines, P037962R.
 Marine Christopher James SCRIVENER, Royal Marines, P039444L.
 Marine John STONESTREET, Royal Marines, P035576L.
 Marine Ricky Shaun STRANGE, Royal Marines, P032274P.
 Marine Perry THOMASON, Royal Marines, P038632D.
 Seaman (OPS) Douglas James WHILD, D194256X.
 Marine Paul Kevin WILSON, Royal Marines, P040423E.

The QUEEN has been graciously pleased to approve the award of The Queen's Commendation for Brave Conduct to the undermentioned in recognition of service during the operations in the South Atlantic:

Queen's Commendation for Brave Conduct

Second Officer Ian POVEY, Royal Fleet Auxiliary.
Chief Marine Engineering Mechanic (L) Alan Frank FAZACKERLEY, D093379J.
Chief Weapon Engineering Mechanic (R) William RUMSEY, D070938J.
Weapon Engineering Mechanic (R) 1st Class John Richard JESSON, D182970E.
Marine Engineering Mechanic (M) 1st Class Thomas Arthur SUTTON, D012657Q.
Acting Colour Sergeant David Alfred WATKINS, Royal Marines, P023317B.
Petty Officer Class 2 Boleslaw CZARNECKI, Merchant Navy.
Petty Officer Weapon Engineering Mechanic (R) Graeme John LOWDEN, D109859U.
Radio Operator (Tactical) 1st Class David Frederick SULLIVAN, D158457W.
Marine Paul Anthony CRUDEN, Royal Marines P040123Y.

MINISTRY OF DEFENCE

Whitehall, London, S.W.1
11th October, 1982

ARMY DEPARTMENT

The QUEEN has been graciously pleased to approve the appointment of the undermentioned as Companions of the Distinguished Service Order in recognition of distinguished service during the operations in the South Atlantic:

Distinguished Service Order

Major Cedric Norman George DELVES (485712), The Devonshire and Dorset Regiment.

Major Delves commanded D Squadron Special Air Service Regiment during a brilliantly successful series of operations carried out in South Georgia and the Falkland Islands. Both operations proved to be critically important to the conduct of the two campaigns.

In South Georgia, his soldiers had to operate in extremes of climate which bordered on the limits of survivability. In spite of the difficulties, Major Delves was able to insert the necessary surveillance patrols into his area of responsibility overlooking Stromness Bay. This was achieved in spite of one of his patrols becoming involved in two helicopter crashes, and another losing half its strength when it was scattered into the night by 100 mph katabatic winds.

On 21st April after the engagement of the enemy submarine SANTA FE, Major Delves led his men into the Cumberland Bay East and captured Grytviken employing two of his SAS troops. By his quick decisive action and personal display of courage, he was able to accomplish the fall of Grytviken without a single loss of life. The next day he ordered his remaining troop to go ashore in Stromness Bay and accept the surrender of the remaining enemy forces in South Georgia.

On the early morning of 15th May, Major Delves led his men in delivering a devastating blow to the enemy air capability on Pebble Island in the Falkland Islands. In a daring and well executed series of moves—described as a classic of its time—in which he was able to determine the layout of the enemy positions, he infiltrated the enemy defences and by skilful use of his own men and Naval gunfire, he and his men destroyed eleven aircraft on the ground and over a ton of explosive.

On 21st May only hours after his Squadron had received a most cruel blow when it lost a significant proportion of its number in a helicopter crash, Major Delves led his men out once again in order to carry out a deceptive raid onto the enemy position at Darwin. So successful was he in his aim of drawing off the enemy reserves from the real landing position, that the enemy were heard to inform their higher HQ that they were under attack from at least a battalion of men.

Following the successful establishment of the beachhead in San Carlos Water, Major Delves took his Squadron 40 miles behind the enemy lines and established a position overlooking the main enemy stronghold in Port Stanley where at least 7,000 troops were known to be based. By a series of swift operations, skilful concealment and lightning attacks against patrols sent out to find him, he was able to secure a sufficiently firm hold on the area after ten days for the conventional forces to be brought in. This imaginative operation behind the enemy lines provided our forces with psychological and military domination over the enemy from which it never recovered.

In all the operations described, Major Delves led his men, coolly directing operations when under intensive fire from the enemy. He was an inspiration to his men, and made a unique contribution to the overall success of operations in South Georgia and the Falkland Islands.

Major Christopher Patrick Benedict KEEBLE (475184), The Parachute Regiment.

In the early hours of 28th May 1982, the 2nd Battalion The Parachute Regiment, of which Major Keeble was Second-in-Command, launched an attack on enemy positions in the area of the Darwin and Goose Green settlements on the Island of East Falkland. The enemy were thought to be entrenched in battalion strength. In the event they proved to be in far greater numbers, sited in depth with mutually supporting positions. At one stage the attack was held up by a number of well-sited enemy machine gun positions and almost founder. It was retrieved by the personal action of the Commanding Officer, who was killed at that time.

The loss of a Commanding Officer at such a crucial stage of the battle, when the outcome was uncertain, could have had a devastating effect upon the Battalion. However the speed and decisiveness with which Major Keeble assumed command and pressed forward with the attack was such that the Battalion gained renewed vigour and determination and drove the enemy from their positions. It was a display of leadership, tactical skill and determination of the highest order.

On several other occasions in the battle, which lasted some 36 hours, the outcome hung in the balance. Supporting fire from the two 81 mm Mortars and three 105 mm Guns, which was all that was available, was insufficient to neutralise enemy positions. Inspired by Major Keeble, the fighting spirit of the Battalion carried the day and by nightfall the enemy had been fought to a standstill and were confined to a small salient.

During the night and following morning Major Keeble, never loosening his grip on the battlefield, skilfully conducted negotiations for the release of the local inhabitants who were confined within the enemy position, and for the surrender of the entire enemy force, which numbered in excess of twice that of his own Battalion.

This remarkable victory, the first major encounter of the campaign on land, established a moral superiority over the enemy which was to affect all subsequent actions in the Falklands campaign.

Credit for this must fall to 2nd Battalion The Parachute Regiment and to the outstanding leadership displayed by Major Keeble at a moment of particular danger.

Lieutenant Colonel Hew William Royston PIKE, M.B.E. (472599), The Parachute Regiment.

Lieutenant Colonel Pike commands 3rd Battalion The Parachute Regiment. From the outset of Operation SUTTON on the Falkland Islands his Battalion showed great spirit and an unstoppable urge to close with and kill the enemy.

His Battalion was one of the two units that marched every foot of the way from Port San Carlos to Port Stanley. Despite the hard going and unpleasant weather, Lieutenant Colonel Pike's Battalion pressed on relentlessly.

On their arrival at the Mount Estancia position, overlooking Port Stanley, Lieutenant Colonel Pike instituted a highly successful patrol programme. This added immeasurably to our knowledge of the detail of the enemy positions. This was important in view of the absence of accurate air photographs of the objective.

In the ensuing night attack his Battalion's objective was Mount Longdon. This long craggy feature was infested with snipers and machine gun posts. Through a long night of close quarter battle, during which on several occasions the issue hung in the balance, Lieutenant Colonel Pike commanded his Battalion with consummate skill. Two of his companies took their bayonets to the enemy.

The dawn found Lieutenant Colonel Pike's Battalion in full possession of their objectives. However, for the ensuing 48 hours the Battalion was subjected to almost continuous harassing fire from 105 mm guns both by day and night.

Lieutenant Colonel Pike's cool example and inspiring leadership throughout the operation and particularly during the Mount Longdon battle, and its aftermath was outstanding.

Lieutenant Colonel Michael Ian Eldon SCOTT (467628), Scots Guards

Lieutenant Colonel Scott was in command of 2nd Battalion Scots Guards when they captured Tumbledown Mountain on East Falklands by a battalion night attack on 13th June 1982 as a part of the plan to secure the vital ground on the approach to Port Stanley. Tumbledown Mountain was known to be held by the enemy in considerable strength. It was equally certain that this enemy had been alerted to the likelihood of a renewed British offensive because of the nature and timing of operations two nights previously.

Lieutenant Colonel Scott planned his attack carefully the Battalion took their first objective without opposition. As they moved to take their second objective the Battalion was met by a heavy concentration of artillery, mortar and machine gun fire. Well positioned enemy snipers dominated the difficult, rising ground over which the Guards had to advance, and harassed exposed movement. The nature of the ground on the flanks and the weight of enemy fire upon it made manoeuvre impossible. A battle of attrition developed and the success of the plan hung in the balance. This phase lasted for six hours. Throughout, although almost constantly under artillery fire himself, Lieutenant Colonel Scott led his Battalion in an outstanding manner. He personally directed and encouraged the leading Company Commander and his example and coolness inspired and steadied all around him. He caused artillery fire to be brought down close to his forward troops so that they were able to close with the enemy and defeat them. It was due to Lieutenant Colonel Scott's personal determination and leadership that the Scots Guards were able to achieve a break through at this vital point and so capture their main objective.

The outcome of this engagement, which lasted nine hours, was instrumental in breaking the enemy's will to fight on.

The conduct of the Scots Guards during this protracted and exhausting night engagement was exemplary and much of the credit rests with their Commanding Officer.

The QUEEN has been graciously pleased to approve the award of the Distinguished Service Cross to the undermentioned in recognition of distinguished service during the operations in the South Atlantic:

Distinguished Service Cross

23675237 Warrant Officer Class 2 John Henry PHILLIPS, Corps of Royal Engineers

On 22nd May 1982 Warrant Officer Class 2 Phillips and another NCO of 49 Explosive Ordnance Disposal Squadron Royal Engineers were carrying out explosive ordnance disposal duties in the Falkland Islands. They were tasked to deal with an unexploded bomb in the boiler-room of HMS ARGONAUT. Another unexploded bomb lay in a flooded missile magazine nearby. Working in extraordinarily cramped conditions and in very unfamiliar surroundings Phillips and a NCO successfully remotely rendered safe the bomb which was later removed from the ship. This action enabled the damage to the boiler room to be repaired, so that HMS ARGONAUT regained propulsion and was able to manoeuvre defensively in further air attacks.

On 23rd May 1982, Warrant Officer Class 2 Phillips and the same NCO were tasked to neutralise two unexploded bombs in HMS ANTELOPE. The first bomb examined could not be approached until extensive clearance of debris had taken place. They therefore set about rendering safe the second bomb which was situated near the centre of the ship. The bomb had been slightly damaged and was assessed as being in a dangerous condition. They tried three times to render the bomb safe using a remote method, having to approach the bomb after each attempt to adjust the equipment, but on each occasion, the fuse could not be withdrawn. After a fourth attempt, which involved using a small charge, the bomb unexpectedly exploded. The blast was considerable. Despite a blast route of open doors and hatches up through the ship, the fully clipped steel door at the forward end of the passageway, where the bomb disposal team was standing, was completely blown off and nearly bent double. Warrant Officer Class 2 Phillips was seriously injured.

Warrant Officer Class 2 Phillips displayed courage of the highest order and persevered with attempts to defuse the bomb in HMS ANTELOPE fully aware that its condition was particularly dangerous.

The QUEEN has been graciously pleased to approve the Posthumous award of the Military Cross to the undermentioned in recognition of gallant and distinguished service during operations in the South Atlantic.

Military Cross

Captain Gavin John HAMILTON (499793), The Green Howards (Alexandra, Princess of Wales's Own Yorkshire Regiment)

Between 19th April and 10th June, when he was killed in action, Captain Hamilton and his SAS Troop were responsible for some of the most successful SAS operations carried out in the campaign in the South Atlantic.

Having survived two helicopter crashes in appalling weather conditions on the Fortuna Glacier in South Georgia, two days later Captain Hamilton let the advance elements of the forces which captured the main enemy positions in Grytviken. This action resulted in the total surrender of all enemy forces in South Georgia.

Ten days later, Captain Hamilton led his Troop on the successful and brilliantly executed raid on Pebble Island in the Falklands Islands when eleven enemy aircraft were destroyed on the ground. Acting quickly and decisively and with great courage and coolness, he personally supervised the destruction of seven of the aircraft.

Later even though his Troop had lost half of its strength in a helicopter crash the previous day, Captain Hamilton led the remainder of his men on a highly successful diversionary raid on Darwin in order to cover the main amphibious landings on East Falkland. That he was able to do this after such losses is an immense testimony to his resilience and leadership qualities.

Next, Captain Hamilton deployed with his Squadron to a position 40 miles behind the enemy lines overlooking the main enemy defensive positions in Port Stanley. Again, his leadership and courage proved to be instrumental over the next seven days of continuous operations in seizing this vital ground from which the attack on Port Stanley was ultimately launched. On 27th May he identified an enemy probe into the Squadron position and in the ensuing battle captured a prisoner of war. The next night, he and his Troop successfully held off another enemy attack and by doing so enabled 42 Commando to fly in as planned to re-inforce the position—an important step in the re-possession of the Falklands. On the following day he ambushed another enemy patrol wounding three and capturing all five members of the patrol.

On 5th June, he was deployed in command of a four man observation patrol into a hazardous position again behind enemy lines on West Falkland to carry out observation of enemy activities in Port Howard. He managed to establish himself in a position only 2500m from the enemy, from where he sent detailed and accurate reports on the enemy.

Shortly after dawn on 10th June he realised that he and his radio operator had been surrounded in a forward position. Although heavily outnumbered, and with no reinforcements available, he gave the order to engage the enemy, telling his signaller that they should both attempt to fight their way out of the encirclement. Since the withdrawal route was completely exposed to enemy observation and fire, he initiated the fire fight in order to allow his signaller to move first. After the resulting exchange of fire he was wounded in the back, and it became clear to his signaller that Captain Hamilton was only able to move with difficulty. Nevertheless, he told his signaller that he would continue to hold off the enemy whilst the signaller made good his escape, and then he proceeded to give further covering fire. Shortly after that he was killed. Captain Hamilton displayed outstanding determination and an extraordinary will to continue the fight in spite of being confronted by hopeless odds and being wounded. He furthermore showed supreme courage and sense of duty by his conscious decision to sacrifice himself on behalf of his signaller.

His final, brave and unselfish act will be an inspiration to all who follow in the SAS.

The QUEEN has been graciously pleased to approve the award of the Military Cross to the undermentioned in recognition of gallant and distinguished service during the operations in the South Atlantic:

Military Cross

Major Michael Hugh ARGUE (495605), The Parachute Regiment

Major Argue commanded B Company 3rd Battalion The Parachute Regiment throughout the campaign. His leadership, example and skill as a commander were well tested throughout a long, exhausting advance across East Falkland, towards the Brigade Key Objectives. On the night 11th/12th June, his Company had the task of capturing the rocky, fortress-like summit of Mount Longdon, a narrow objective, over 1000 metres in depth. After a swift approach march including several awkward water obstacles, his company approached its objective across very open ground and through moorland known to be mined. They continued to close silently on the mountain top, by now harassed with fixed line machine gun and indirect fire from the enemy and a foothold was gained into the rocks. For the next ten hours, until first light, the company fought grimly forward, closing with each enemy bunker in turn, and needing all their resources of weaponry, minor tactics and sheer courage to overcome a most determined opponent, dug into the rocks in battalion strength along the Mountain top. Snipers continually impeded attempts at flanking movements, whilst heavy machine gun and 120 mm mortar fire was accurate and sustained. The Company took considerable losses in killed and wounded as it moved forward, but steadily advanced Eastwards along the objective. Major Argue was up with his leading Platoon at all times; inspiring his soldiers by his own courage and example. He was able to report clearly and regularly on a most confused situation, and this greatly helped in the accurate engagement of the enemy with support weapons, artillery, mortar and Naval gunfire.

His courage, leadership and example were an inspiration to his soldiers, whose performance that night outclassed all others.

Captain Timothy William BURLS (491132), The Parachute Regiment.

Captain Burls commanded the Boat Troop during Operation CORPORATE/PARAQUET. The amphibious nature of the operation ensured his troop's frequent employment. The success that the troop achieved, which had a significant effect upon the progress of the war, owed much to his leadership and expertise.

As a preliminary to the reoppression of South Georgia it was essential to establish the enemy's strength and dispositions. Captain Burls' troop were tasked to conduct the necessary close reconnaissance of the Leith, Stromness and Husvik whaling stations. The environment was harsh and despite the dispersion of his Gemini craft by fierce katabatic winds he, through strength of character, successfully completed his task with a depleted force.

Off the Falkland Isles, Pebble Island was believed to be the site of a clandestine enemy Naval Air station. Before a Squadron raid could be mounted, detailed intelligence was necessary: it fell to Captain Burls' troop to conduct the reconnaissance. Escaping detection from sophisticated surveillance radar, the 8 man team led by Captain Burls approached the target by canoe. That the subsequent Squadron raid achieved the destruction of 11 enemy aircraft owes much to the thoroughness with which his men executed their task.

The troop was in action behind enemy lines immediately prior to the amphibious landings conducting a diversionary raid in the Goose Green area. Later, as part of advance force operations in the Mount Kent area he and his troop again distinguished themselves. Whilst conducting a raid on Estancia House their position on Bluff Cove Peak was infiltrated by a small enemy patrol. On discovering the enemy's presence the following morning, Captain Burls coolly conducted his troop in a hazardous, close quarter clearance operation through the rocky crag which resulted in 2 enemy killed and the remainder put to flight.

Throughout all this, Captain Burls has shown himself to be a courageous and inspiring leader.

Major David Alan COLLETT (482704), The Parachute Regiment.

Major Collett commanded A Company 3rd Battalion The Parachute Regiment throughout the Falklands Islands campaign. After a long and arduous advance towards the Brigade's major objectives, his company was deployed well forward of the battalion's main position, in ground dominated by enemy-held features. For five days, his Company endured repeated attention from enemy indirect fire, but his position as a forward patrol base was too valuable to surrender. His calmness and leadership during this difficult period was exemplary, and his skill insiting of his position to take maximum advantage of a reverse slope was crucial in reducing casualties to a minimum. During the same period, active recon patrolling and one fighting patrol mounted by his Company all provided information invaluable in the final assault on the battalion's major objective.

For the next attack, Major Collett's Company was tasked to capture the ridge running North West from Mount Longdon. After a swift and tactically skilful advance, he led his company along a shallow valley known from previous patrols to be an enemy fire target for both machine guns and artillery, in order to achieve maximum surprise on his objective. His movement thus remained undetected until he was close to the crest of the ridge line, at which time his Company came under sustained and accurate fire from machine guns and snipers from the mountain several hundred feet above him. Several casualties were sustained from this and mortar fire, but he secured his position and drove off an enemy standing patrol nearby. After maintaining his position for several hours under extremely unpleasant conditions, during which time his Company provided highly effective fire support to B Company which was advancing along the mountain on their right flank, Major Collett was ordered to move up the shoulder of Mount Longdon and to pass through B Company to secure the Eastern pinnacles and forward slopes of the mountain. By this time his Company were very tired, but he rallied them brilliantly. Moving up the steep, rocky slopes of the mountain under continual harrassing small arms and indirect fire, he linked up with B Company on the high ground and issued orders to his platoon commanders for their attack. Narrow as the objective was, he was forced to attack with one platoon forward at a time, against heavy small arms fire. The enemy were also using direct fire missiles and mortars, but led by their Company Commander, his platoons successfully fought forward and as dawn began to break it was clear that at last the highest ground was ours. For the next three days, Major Collett's Company maintained their vital hold on this objective, subjected to extremely heavy, accurate, and observed artillery and mortar fire from the East.

The performance of A Company throughout the operation against Mount Longdon and after its capture was outstanding, and reflected the fine and courageous leadership of their Company Commander. Always to the fore, his example of calmness and tactical good sense was an inspiration to all.

Lieutenant Colin Spencer CONNOR (509087), The Parachute Regiment.

Lieutenant Connor was the Reconnaissance Platoon Commander in the Second Battalion The Parachute Regiment throughout the Falkland Islands campaign. Throughout the campaign the contribution of the Reconnaissance Platoon to the Battalion's operations were invaluable. In conjunction with the Patrols Platoon the Reconnaissance Platoon undertook most of the patrol tasks, the manning of observation posts and the provision of guides for night moves and the securing of start lines. The contribution of the Reconnaissance Platoon before the Port Darwin and Goose Green battle in locating the enemy positions was of particular significance. During this task Lieutenant Connor's patrol came under accurate enemy fire. With great coolness, skill and personal courage he extricated his patrol to safety. Later in the battle, after several hours of mortar and artillery fire, his platoon was ordered forward. On breaking cover they came under accurate enemy fire. Lieutenant Connor kept his platoon moving forward by his own example and skilful use of what little cover he found. The situation became confused, particularly when the Company Commander was injured, but Lieutenant Connor, acting independently, pressed home the attack on the approaches to Goose Green. Pinned down on several occasions by heavy and accurate fire, Lieutenant Connor extricated his men and continued to lead them forward onto the objective. Throughout the campaign the Reconnaissance Platoon, together with Lieutenant Connor's outstanding leadership and courage, have played a most important part in the success of the Battalion.

Major John Harry CROSLAND (483886), The Parachute Regiment

Major Crosland was in command of B Company 2nd Battalion The Parachute Regiment during operations in the Falklands. In the battle for Port Darwin and Goose Green on 28th/29th May 1982 his company was ordered to attack a number of subsidiary positions, and then to capture the high ground overlooking Goose Green. Throughout all the engagements against a vastly numerically stronger enemy he demonstrated remarkable control and steadiness of command, despite the constant artillery, anti-aircraft and small arms fire directed against his men. At every phase of the Battalion's attack he was able to maintain the momentum by his determined leadership and his infectious bravado, which was an inspiration to his soldiers, enabling them to exploit every tactical advantage. Through his clever use of the ground, and by the novel use of anti-tank weapons against enemy bunkers, he was able to secure the critical high ground with the minimum of casualties. The final attack was crucial, enabling an assault to be launched to turn the enemy's flank, which resulted in the collapse of the entire enemy's defence. Again on the night of 13th/14th June 1982 in the attack on Wireless Ridge his unique style of leadership was an inspiration to his soldiers as they attacked through enemy artillery fire. Throughout the campaign Major Crosland has displayed qualities of gallantry and tactical understanding in the very highest tradition of The Parachute Regiment.

Major Charles Dair FARRAR-HOCKLEY (483902), The Parachute Regiment

Major Farrar-Hockley was in command of A Company, 2nd Battalion The Parachute Regiment throughout the Falkland Islands campaign. In the battle for Port Darwin and Goose Green on 28th/29th May 1982, A Company was ordered to attack a number of subsidiary positions and then capture Darwin Hill overlooking Port Darwin. The Darwin Hill position proved to be far stronger than originally anticipated and constituted some twenty well sited strong points. The company's success in capturing this position, despite bitter fighting, very heavy small arms, mortar and artillery fire, owes much to Major Farrar-Hockley's planning and inspired leadership. His ability to read the enemy and successfully execute a plan with little fire support against a vastly numerically stronger enemy was of an extremely high order. Again during the Wireless Ridge battle on the night of 13th/14th June 1982 his outstanding qualities were to come to the fore when his company was hit by enemy artillery fire on the final assault. By personal example and leadership he maintained the momentum, keeping tactical control both within his company and with the company attacking on his right. Major Farrar-Hockley's conduct throughout the entire campaign has been outstanding and in the very best traditions of The Parachute Regiment.

Major John Panton KISZELY (486680), Scots Guards.

On the night of 13th/14th June 1982, on the Island of East Falkland, the 2nd Battalion Scots Guards attacked well entrenched enemy positions on the craggy ridge feature of Tumbledown Mountain, seven kilometres to the west of Port Stanley. Major Kiszely was commanding the leading Company as they neared the last phase of the assault.

Despite heavy artillery fire from our own guns, the enemy continued to fight back. Major Kiszely immediately appreciated that direct action was essential to maintain the momentum of the attack. Under fire and with a complete disregard for his own safety, he led a group of his men up a gully towards the enemy. Despite men falling wounded beside him he continued his charge, throwing grenades as he went. Arriving on the enemy position, he killed two enemy with his rifle and a third with his bayonet. His courageous action forced the surrender of the remainder. His was the culminating action in the Battalion successfully seizing its objective.

Major Kiszely, by his outstanding leadership and heroic example was an inspiration to his men. His bravery and courage under fire were of an exceptionally high order.

Lieutenant Robert Alasdair Davidson LAWRENCE (508365), Scots Guards.

On the night of 13th/14th June, on the Island of East Falkland, the 2nd Battalion Scots Guards attacked well entrenched positions on the craggy ridge feature of Tumbledown Mountain, seven kilometres to the west of Port Stanley. Lieutenant Lawrence and his Platoon were amongst leading elements in the assault.

As they came up to an area of prominent rocky crags they came under intense fire from an enemy machine gun position. Lieutenant Lawrence, to the fore throughout, immediately led an attack. Throwing grenades onto the enemy's position as he went, he continued in the heat of the fire fight to exhort his Platoon to follow him in the assault. His attacking group destroyed the enemy.

Firm on that position, he gathered up a handful of his men and began to work his way along the ridge to engage an enemy sniper. As they closed and just before he could attack, Lieutenant Lawrence was severely wounded.

His actions were an outstanding example of leadership under fire and courage in the face of the enemy.

Captain William Andrew McCracken (501653), Royal Regiment of Artillery

Captain McCracken, 29 Commando Regiment Royal Artillery, was in command of an Artillery and Naval Gunfire Forward Observation Party grouped with B Company 3rd Battalion The Parachute Regiment during the period 13th-14th June 1982. During the attack on Mount Longdon in the early hours of 12th June Captain McCracken consistently brought down artillery and naval gunfire safely in very close proximity to his own troops allowing them to manoeuvre whilst still maintaining contact with the enemy. Throughout this period he and his party were continually under heavy enemy small arms, mortar and artillery fire. Much of the time the Company Headquarters with which Captain McCracken and his party were co-located were involved in the small arms fire fight and in this fire fight Captain McCracken made a significant personal contribution, accounting for several enemy dead. Captain McCracken showed outstanding personal courage whilst carrying out his duties in a most professional, calm and competent manner. His control of artillery and naval gunfire undoubtedly accounted for many enemy casualties and greatly assisted in minimising our own. His determination, professionalism and courage were an example to all. Always in the thick of the fight, he made a significant personal contribution to the success of the mission and to the minimising of casualties to the Battalion.

During the night of 14th June Captain McCracken and his party were regrouped with 2nd Battalion The Parachute Regiment for their attack on Wireless Ridge. Throughout this attack Captain McCracken was sited in an exposed OP position on Mount Longdon. Under constant enemy mortar and artillery bombardment Captain McCracken continued to bring down accurate and effective naval fire. This fire resulted in the successful neutralisation of at least one company objective and the harassment of enemy gun positions. The application of indirect fire played a major part in the success of the Battalion's attack, the minimising of our own casualties and the eventual surrender of the enemy.

Captain McCracken's high courage and professional skill were in the highest tradition of the Royal Artillery.

Captain Aldwin James Glendinning WIGHT (501023), Welsh Guards.

Captain Wight commanded a four man patrol tasked to provide vital information on enemy dispositions in the Stanley area as a prelude to the repossession of the Falkland Islands.

Inserted by helicopter onto East Falkland from HMS HERMES at a range of 120 miles, he positioned his patrol in close proximity to enemy positions, cut off from any form of rescue should he have been compromised. This position he maintained for a period of 26 days. During this time he produced clear and accurate pictures of enemy activity in the Stanley area, intelligence available from no other means, which proved vital in the planning of the final assault.

On one occasion he reported an enemy helicopter concentration against which an airstrike was directed resulting in the destruction of 4 troop carrying helicopters essential to the enemy in maintaining flexibility and rapid deployment across the islands; a task complicated by the enemy changing the location of his helicopter holding area each day.

In spite of his exposed position, vulnerable to air and ground search and the tactical Direction Finding of his communications his intelligence reports were detailed and regularly updated. The conditions in which he and his men existed were appalling with little cover from view or the elements. The weather conditions varied from freezing rain to gale force winds with few clear days.

Captain Wight by his personal example set the highest standards and his actions were in the highest traditions of his Regiment and the Army.

The QUEEN has been graciously pleased to approve the award of the Distinguished Flying Cross to the undermentioned in recognition of distinguished service in the air, during the operations in the South Atlantic:

Distinguished Flying Cross

Captain Samuel Murray DRENNAN (503656) Army Air Corps

During the night of 13th to 14th June 1982, on the Island of East Falkland, the 2nd Battalion Scots Guards attacked well entrenched enemy positions on the craggy ridge feature of Tumbledown Mountain, seven kilometres to the west of Port Stanley. A pilot, Captain Drennan flew his Scout helicopter in direct support of the battalion.

In the assault the battalion was subjected to continuous, accurate enemy small arms and artillery fire. Despite this Captain Drennan repeatedly volunteered to fly forward to evacuate very seriously wounded casualties who required immediate medical attention and who could not have survived movement on stretcher over the extremely rough ground of Tumbledown. In order to reach the wounded in the battalions front line, on at least three separate occasions he had to move to exposed, forward slope positions in full view of the enemy. He was personally responsible for the evacuation of sixteen casualties from Tumbledown under extremely difficult conditions. Flying under fire, over difficult mountainous terrain, in extremely turbulent winds and heavy snow showers Captain Drennan repeatedly put his own life at risk. His complete disregard for his own safety undoubtedly saved many lives.

His conduct was courageous and outstanding and inspired his fellow pilots.

Captain Drennan's was a superb individual contribution to the successful outcome of the battle carried out at great personal risk.

Captain John Gordon GREENHALGH (497429), Royal Corps of Transport

From the early hours of 28th May 1982, 2nd Battalion The Parachute Regiment was engaged in fierce fighting to take enemy positions in the area of the Goose Green Settlement on the Island of East Falkland. Throughout the day Captain Greenhalgh flew many missions in direct support of the Battalion's operations, continually exposing his helicopter to enemy artillery and mortar fire. Enemy observation posts were able to pin point his helicopter each time it landed and as a result the barrage always intensified on whichever landing site he chose. Regardless, he continued to fly to bring ammunition forward and to evacuate casualties.

Later that night, several severely injured casualties still remained on the battlefield. Captain Greenhalgh was by then back at Brigade Headquarters, over 20 kilometres away. On hearing of the plight of the casualties, Captain Greenhalgh volunteered to fly forward to pick them up. In doing so he was forced to fly into the vicinity of the enemy positions in Goose Green. He located the casualties in the darkness and successfully extricated them. Visibility throughout had been poor, with low cloud making flying particularly dangerous. It is without doubt that Captain Greenhalgh's brave pilotage saved the lives of these casualties.

Later, during the battle for Wireless Ridge on the night of 13th June 1982 he again flew many missions in extremely bad conditions under very intense artillery fire. His flying skill, daring and outstanding bravery again saved many lives.

Throughout, his conduct and courageous actions were most inspiring.

The QUEEN has been graciously pleased to approve the Posthumous award of the Distinguished Conduct Medal to the undermentioned in recognition of distinguished conduct and bravery during the operations in the South Atlantic:

Distinguished Conduct Medal

24579367 Private Stephen ILLINGSWORTH, The Parachute Regiment

In the early hours of 28th May 1982, the 2nd Battalion The Parachute Regiment launched an attack on enemy positions in

the area of the Darwin and Goose Green settlements on the Island of East Falkland. The enemy were thought to be entrenched in battalion strength. In the event, their numbers were far greater and fierce fighting ensued all day.

Private Illingsworth was a member of 5 Platoon, which was the depth platoon in B Company's advance. At one point the advance came under heavy and accurate enemy fire, and OC B Company attacked the enemy position with his leading platoons, leaving 5 Platoon to provide covering fire. Dawn was growing stronger and it became clear that 5 Platoon was in fact exposed on a long forward slope without protection and very vulnerable to increasingly heavy enemy machine gun and rifle fire. Its position became untenable and it was ordered to withdraw back over the crest. It was during this manoeuvre that one of their number was hit in the back.

Private Illingsworth, who had already reached comparative safety himself, immediately rushed forward in full view and fire of the enemy, accompanied by another soldier, to help their wounded comrade. In an effort to locate the wound they removed his weapon and webbing equipment, and having administered First Aid, dragged the soldier back over the crest line, despite a hail of enemy fire which miraculously missed them. Once in a position of safety, Private Illingsworth continued to tend the injured man's wounds.

The fire fight continued intensively, and 5 Platoon began to run short of ammunition. Remembering that he had left the webbing equipment, with ammunition in it, lying on the exposed forward slope, Private Illingsworth decided to go forward alone to collect it. Disregarding the enemy fire, which was still extremely heavy he broke cover and advanced once again down the forward slope. As he did so he was killed.

In these two acts of supreme courage Private Illingsworth showed a complete disregard for his own safety, and a total dedication to others. While his action in coming to the help of a wounded soldier may have been almost instinctive on seeing the plight of a comrade, his move forward to collect much needed ammunition for his beleaguered platoon was a display of coolly-calculated courage and heroism of the very highest order.

24549305 Guardsman James Boyle Curran REYNOLDS, Scots Guards.

On the night of 13th/14th June 1982, on the Island of East Falkland, the 2nd Battalion Scots Guards attacked well entrenched enemy positions on the craggy ridge feature of Tumbledown Mountain, seven kilometres to the west of Port Stanley.

During the attack, Guardsman Reynolds' Platoon came under fire from a group of enemy snipers. His Platoon Sergeant was killed instantly. A confused situation developed and his Section became separated. Guardsman Reynolds immediately took command. Having located the enemy snipers he silenced several of them himself.

That done and showing a complete disregard for his own safety, he moved forward to render first aid to a wounded comrade. He himself was wounded in the hand by enemy sniper fire, but continued to aid his colleague. Whilst doing so, he was killed by enemy mortar fire.

Distinguished Conduct Medal

The QUEEN has been graciously pleased to approve the award of the Distinguished Conduct Medal to the undermentioned in recognition of distinguished conduct and bravery during the operations in the South Atlantic:

24355246 Corporal David ABOLS, The Parachute Regiment

During the early hours of 28th May 1982 the 2nd Battalion The Parachute Regiment were ordered to attack enemy positions in the area of Port Darwin on the island of East Falkland. The enemy were well entrenched in strength and fierce fighting ensued all day.

In the heat of the battle Corporal Abols dashed through enemy fire to drag a wounded comrade to safety. When another Corporal was wounded he again crossed an exposed forward slope to rescue him.

Later, well to the fore, he destroyed an enemy position which resulted in effective enemy resistance being ended in that area. His actions throughout showed extreme courage.

23951692 Staff Sergeant Brian FAULKNER, The Parachute Regiment

Colour Sergeant Faulkner, as the Regimental Aid Post Colour Sergeant during the attack by 3rd Battalion The Parachute Regiment on Mount Longdon on the night 11th/12th June, performed throughout with the utmost dedication and bravery in extreme conditions of weather and under constant, accurate artillery and mortar bombardment. He never faltered, setting a magnificent personal example of courage and competence, that was well beyond

anything that could reasonably be expected. One burst of shellfire left him concussed, but he swiftly returned to his duties. One minute he could be seen consoling young soldiers, severely distressed by the experience of losing their comrades, and by the sight of terrible wounds, and then yet again he would be busy with his prime duty of tending for the casualties themselves. His personal coolness and bravery did much to calm those around him. Twice under alarm of counter attack, he forcefully rallied the Regimental Aid Post, Stretcher Bearers and those passing through the area, to form a defensive perimeter, and these actions typified his constant alertness to the tactical situation which overlaid his specialist responsibilities. Once he himself led a counter attack up the ridge, to an area where he knew soldiers had been killed.

Colour Sergeant Faulkner's gallantry and example on this night, and in the subsequent two days of bombardment on Mount Longdon, were in the highest tradition of the Army, and were typical of his consistently brave and outstanding performance throughout the operation.

24103698 Sergeant John Clifford MEREDITH, The Parachute Regiment

Sergeant Meredith was a Platoon Sergeant in D Company 2nd Battalion The Parachute Regiment during the 24 days of the Falkland Islands campaign. He was a dedicated and devoted leader, encouraging and steadying the younger soldiers under fire and inspiring the Platoon by his personal example. In the battle for Port Darwin and Goose Green on 28th/29th May 1982, during the later stages of a long and demanding day, his Platoon Commander was killed while advancing on an enemy position which it was assumed had surrendered. Five men, including one wounded, survived in the Platoon Commander's party but were in a perilous and exposed position. With conspicuous gallantry and presence of mind, Sergeant Meredith rapidly assumed command of the Platoon, organised covering fire for the trapped men and stabilised the situation. He then personally took a machine gun and moved forward under heavy enemy fire to where he could neutralise the remainder of the enemy and give directions to extricate the trapped men. Subsequently the Platoon under his direction captured the enemy position. Later in the campaign, with a new and inexperienced Platoon Commander, he again showed conspicuous bravery, professionalism and leadership at the battle for Wireless Ridge on the night of 13th/14th June 1982. At a critical moment, when the Platoon's assault on this 1000 metre long ridge looked as if it might flounder, he moved forward to assist his Platoon Commander in leading the Platoon forward in the face of heavy machine gun fire. These two incidents typify Sergeant Meredith's outstanding skill and gallantry throughout the campaign which were in the very highest tradition of the Parachute Regiment.

23867615 Warrant Officer Class 2 William NICOL, Scots Guards.

WO2 Nicol was the CSM of Left Flank, 2nd Battalion Scots Guards throughout the campaign in the Falkland Islands. During this time he maintained exemplary standards of personal courage and leadership which inspired similar standards in all members of his company. Three particular occasions stand out: On 6th June, after a 6 hour sea voyage at night in open boats in which most men were completely soaked, the Battalion was ordered to occupy defensive positions on high ground in freezing rain and sleet. Due to CSM Nicol's efforts, although a number of exposure casualties were taken in other companies, none occurred in Left Flank.

On 8th June some 12 enemy aircraft involved in an attack on shipping at Fitzroy flew in three sorties at low level over the Company's position at Bluff Cove. No warning of the enemy aircraft was received but, despite this CSM Nicol so rapidly and skilfully organised and controlled his company in firing rifles and machine guns, moving from sangar to sangar with no thought for his own safety, that 2 or 3 enemy aircraft were brought down by the Battalion.

On 14th June at Tumbledown Mountain, his company were ordered to take a strong enemy position as part of a Battalion night attack.

After the initial assault, the company came under constant and devastating machine gun and sniper fire. One of the platoon sergeants was wounded, and CSM Nicol went forward under accurate sniper fire to rescue him. Wounded in the hand while doing so, he continued to tend the dying sergeant.

He remained cool and calm under heavy fire encouraging and exhorting his men and, at the same time, advising one of the young platoon commanders how to defeat a seemingly impregnable enemy position.

He remained unperturbed by the weight of enemy small arms, artillery and mortar fire thus instilling great confidence in men who might well have been frightened. He refused to be evacuated himself, until all the other casualties in the company (26 in all)

had been evacuated. CSM Nicol's distinguished conduct and conspicuous personal bravery throughout the campaign and in particular on the three occasions described proved an inspiration and example to all ranks and have made an outstanding contribution to his company's exceptional achievements.

24159222 Sergeant John Stuart PETTINGER, The Parachute Regiment

Sergeant Pettinger is a Patrol Commander D (Patrol) Company 3rd Battalion The Parachute Regiment. On the nights of the 2nd/3rd June Sergeant Pettinger was Commander of one of a number of patrols tasked to gain information about enemy forces holding Mount Longdon on East Falkland Island.

Sergeant Pettinger's mission was to recon routes onto Mount Longdon with the aim of placing a rifle company in the best possible position for a night assault later. This meant closing with the enemy who at times were only a few metres away in order to gain his information. This he did with great success on four occasions over the two nights, displaying a high standard of skill and coolness, knowing that capture would lead to the compromise of the battalion plans. The information gained led to him being able to produce accurate descriptions of routes onto the objective, detailed information on enemy strengths and locations, and on the night of 8 June to lead a platoon along the assault route in a rehearsal for the planned attack. Once again he closed with the enemy, gained further information, and cleared more routes, again with great coolness. On the night of 11th/12th June, Sergeant Pettinger acted as guide for B Company for their part in the battalion night attack onto Mount Longdon and was able to place them in such a good starting position that the attack came as a complete surprise to the enemy. Once the battle had commenced he was a constant source of information and advice to the Company Commander, while acting with dash and determination during the many assaults against strong points that night, killing at least three enemy. During the preparation for the attack on Mount Longdon Sergeant Pettinger completed six close target reconnaissances against the objective. He displayed the highest standards of professional skill, alertness, accuracy of reporting, coolness in the face of the enemy as well as courage during the actual assault.

The QUEEN has been graciously pleased to approve the Posthumous award of the Conspicuous Gallantry Medal to the undermentioned in recognition of brave and gallant service during the operations in the South Atlantic:

Conspicuous Gallantry Medal

23834301 Staff Sergeant James PRESCOTT, Corps of Royal Engineers

On 22nd May 1982 Staff Sergeant Prescott under the command of another NCO of 49 Engineer Explosives Disposal Squadron Royal Engineers were carrying out explosive ordnance disposal duties in the Falkland Islands. They were tasked to deal with an unexploded bomb in the boiler room of HMS ARGONAUT. Another unexploded bomb lay in a flooded missile magazine nearby. Working in extraordinarily cramped conditions and in very unfamiliar surroundings Staff Sergeant Prescott and the other NCO successfully remotely rendered safe the bomb which was later removed from the ship. This action enabled the damage to the boiler room to be repaired, so that HMS ARGONAUT regained propulsion and was able to manoeuvre defensively in further air attacks.

On 23rd May 1982, Staff Sergeant Prescott and the NCO were tasked to neutralise two unexploded bombs in HMS ANTELOPE. The first bomb examined could not be approached until extensive clearance of debris had taken place. They therefore set about rendering safe the second bomb which was situated near the centre of the ship. The bomb had been slightly damaged and was assessed as being in a dangerous condition. They tried three times to render the bomb safe using a remote method, having to approach the bomb after each attempt to adjust the equipment, but on each occasion, the fuse could not be withdrawn. After a fourth attempt, which involved using a small charge, the bomb unexpectedly exploded. The blast was considerable. Despite a blast route of open doors and hatches up through the ship, the fully clipped steel door at the forward end of the passageway, where the bomb disposal team was standing, was completely blown off and nearly bent double. Staff Sergeant Prescott died instantly.

Staff Sergeant Prescott displayed courage of the highest order in persevering with attempts to defuse the bomb in HMS ANTELOPE, fully aware that the condition was particularly dangerous.

The QUEEN has been graciously pleased to approve the Posthumous award of the Military Medal to the undermentioned in recognition of bravery during the operations in the South Atlantic:

Military Medal

24547055 Private Richard John de Mansfield ABSOLON, The Parachute Regiment

During eleven days of operations in the Mount Longdon area of East Falkland Island Private Absolon was employed as a scout/sniper with the Patrol Company 3rd Battalion The Parachute Regiment which was tasked with the gaining of information on the enemy force deployed in defensive positions around the Mountain.

On the nights of 2nd/3rd June he was one of a pair of soldiers who successfully carried out close target reconnaissance with the aim of locating enemy positions, gaining information on their strengths, and discovering routes which could be used for a Battalion night attack on the feature. The task required considerable skill and coolness as there was a requirement to close to within a few metres of the enemy. The risk of capture was high, which in turn would have led to the compromise of the whole Battalion operation. Private Absolon and his partner completed the tasks finding good approaches to the objective, providing firm intelligence on the enemy which enabled both the Battalion and Brigade to plan the attacks onto both Mount Longdon and the Two Sisters.

On the night of the 8th June Absolon and his partner led a platoon along the proposed route for the forthcoming attack as a rehearsal. Once again he successfully closed with the enemy without discovery and again returned with even more detailed information on routes and on the enemy.

On the night of 11th/12th June Absolon with his partner led B Company onto the Mount Longdon feature in the first part of an assault to capture the position by the Battalion. The route selected gave the Company the opportunity to take the enemy by surprise and a valuable foothold was gained before the enemy was aware of the attack. Once battle was joined, Absolon fought with determination, always probing ahead to locate the enemy and sniping at every opportunity. He was responsible for killing one particular sniper who was preventing the Company Headquarters from moving forward to link up with its platoons. He continued to display dash and determination throughout the 12th in a manner which was an example to many about him particularly for one so young. Tragically he was killed by mortar fire the next morning.

This young and promising soldier displayed coolness, determination and bravery under fire in demanding circumstances that were outstanding.

24347663 Lance Corporal Gary David BINGLEY, The Parachute Regiment.

Throughout 28th May 1982, the 2nd Battalion The Parachute Regiment were engaged in fierce fighting to take well entrenched enemy positions in the area of the Goose Green settlement on the Island of East Falkland. Lance Corporal Bingley was a Section Commander.

During the battle his section came under fire at close quarters from two enemy machine-gun posts. To destroy the enemy positions he led his section in the assault and whilst leading was fatally wounded.

His heroic action enabled his company to continue their advance and was significantly instrumental in defeating the enemy.

The QUEEN has been graciously pleased to approve the award of the Military Medal to the undermentioned in recognition of bravery during the operations in the South Atlantic:

Military Medal

24438472 Corporal Ian Phillip BAILEY, The Parachute Regiment

In the early hours of 12th June 1982, the 3rd Battalion The Parachute Regiment assaulted enemy positions on Mount Longdon, eight kilometres to the West of Port Stanley on the Island of East Falkland. Corporal Bailey's Section were tasked to aid a Platoon pinned down by heavy automatic fire.

Under covering fire, together with Sergeant McKay, he attacked the enemy's position with grenades. Whilst closing on the enemy, Corporal Bailey was wounded. His brave actions helped to destroy the enemy and relieve the pressure on the Platoon that was pinned down.

24511890 Lance Corporal Stephen Alan BARDSLEY, The Parachute Regiment

In the early hours of 28th May, the 2nd Battalion The Parachute Regiment launched an attack to take enemy positions in the area

of the Darwin and Goose Green settlements on the Island of East Falkland. Lance Corporal Bardsley was a Section Commander during the night advance on Goose Green.

He led his men in a series of close quarter attacks on enemy positions. As the dawn came his men were pinned down by enemy fire. Unruffled, he organised an orderly withdrawal. In withdrawing one of his men was wounded; disregarding his own safety, Lance Corporal Bardsley returned to rescue him. Thereafter, he continued to lead his men with distinction in further actions through the day.

Lance Corporal Bardsley showed impressive leadership and courage in action.

24093381 Sergeant Terence Irving BARRETT, The Parachute Regiment.

Sergeant Barrett was a Platoon Sergeant in A Company 2nd Battalion The Parachute Regiment during the Falkland Islands campaign. On the final approach march prior to the battle for Port Darwin and Goose Green on 28th/29th May 1982 Sergeant Barrett's Platoon Commander was injured and he took command of the Platoon. Throughout the five hours battle for Port Darwin in which A Company destroyed twenty-two enemy bunkers Sergeant Barrett's Platoon was given the task of providing covering fire. Sergeant Barrett organised and controlled his fire teams in a masterful way, often exposing himself to machine gun and sniper fire as he personally led forward his fire teams. His outstanding leadership and personal bravery coupled with his cool appreciation of what was needed proved a fine example to his Platoon and was a significant factor in his Company's ultimate success. Again on the night of 13th/14th June 1982 in the attack on Wireless Ridge A Company came under artillery fire during the final assault.

Sergeant Barrett's example and leadership were a significant factor in maintaining the momentum of the attack. Throughout the campaign Sergeant Barrett has shown outstanding conduct, professionalism and coolness under fire that have been an inspiration to his Platoon and a steady influence on the younger soldiers.

24174900 Lance Corporal Martin William Lester BENTLEY, The Parachute Regiment

Lance Corporal Bentley was a member of the Regimental Aid Post of the Second Battalion The Parachute Regiment throughout the Falkland Islands campaign. During the battle for Port Darwin and Goose Green on 28th/29th May it was of tremendous credit to the Regimental Aid Post that none of the Battalion's wounded died. This credit belongs to none more than Lance Corporal Bentley. From the first moment that the Regimental Aid Post came under mortar and artillery fire Lance Corporal Bentley's qualities manifested themselves. His courage and presence of mind in carrying out his job acted as an inspiration, not only to the other medical orderlies, but to all those who came in contact with him. With an immense pack of medical kit on his back Lance Corporal Bentley was to be found wherever the casualties were thickest. Regardless of enemy shell and mortar fire he not only dealt with his casualties in a calm reassuring manner, but boosted their morale with a continuous lighthearted banter.

Typical of his sustained performance during the course of the battle was when a soldier had his lower leg blown off by a mortar bomb. Lance Corporal Bentley, still with heavy pack, ran forward onto a forward slope position and, although under persistent enemy fire, calmly and efficiently carried out the emergency medical treatment that undoubtedly saved the soldier's life.

This incident is just one of many that epitomises the qualities of this brave, resourceful and exceptional man. He acted in, and beyond, the finest traditions of The Parachute Regiment.

24172118 Sergeant Derrick Sidney BOULTBY, Royal Corps of Transport.

Sergeant Boulby of 17 Port Regiment, RCT, was the NCO in charge of MEXEFLOTE rafts throughout the Falkland Islands operations. At Ascension Island, during a massive re-stow operation he worked all hours under difficult conditions to move cargo quickly. In San Carlos Water, the MEXEFLOTE rafts played a major part in the logistic landing of equipment to ensure the success of the fighting troops. From the exposed position which such a raft offers, Sergeant Boulby worked continuously throughout daylight hours and in extreme weather conditions.

The vulnerability of his position to constant enemy air attack did not deter him from his task and he was an inspiration to his crew and other RCT personnel. He was coxswain of the MEXEFLOTE present at Fitzroy during the bombing of RFA SIR GALAHAD and RFA SIR TRISTRAM, and repeatedly returned to the area of the stricken ships to rescue survivors and, with complete disregard for his own safety, dived into the sea to rescue a Chinese crewman. Sergeant Boulby's dedication to his tasks in dangerous conditions was outstanding.

24068607 Corporal Trevor BROOKES, Royal Corps of Signals.

Corporal Brookes commanded a 4 man patrol tasked to provide vital information on enemy dispositions and installation on East Falklands as prelude to the repossession of the islands.

Inserted by helicopter from the Naval Task Force at a distance of 120 miles from the islands, he maintained observation of the Darwin/Goose Green area for a period of 16 days. His position was most vulnerable at all times as the difficulty of achieving observation on the target necessitated him surviving under the main enemy helicopter route between Stanley and Darwin. Frequent enemy air searches and foot patrols were carried out in the area. He fully realised that no support was available to him, in the event of compromise by enemy action. His courage and leadership in this situation was of the highest order.

The accuracy of his reporting was such that a successful air strike was carried out on his information, against a petrol installation on the airfield at Goose Green. His information was of great value during the preparation for the successful attack on Darwin/Goose Green by 2nd Battalion The Parachute Regiment.

His performance as an individual and a leader was in the highest traditions of his Regiment and the Army as a whole.

24325093 Corporal Thomas James CAMP, The Parachute Regiment.

In the early hours of 28th May, the 2nd Battalion The Parachute Regiment were ordered to attack enemy positions in the area of Port Darwin on the island of East Falkland. The enemy were well entrenched in strength on Darwin Hill and fierce fighting ensued.

Corporal Camp was leading his Section when they came under fire from an enemy bunker: continuing under fire he moved forward and hurled grenades into the bunker. He then manoeuvred his men into positions from where their anti-tank rockets and section machine gun were able to engage and destroy the enemy position.

Thereafter, he successfully led his men in further assaults on well defended enemy positions.

His courage and leadership in action were outstanding.

24608372 Private Graham Stuart CARTER, The Parachute Regiment.

On 28th May 1982, the 2nd Battalion The Parachute Regiment launched an attack on enemy positions in the area of the Darwin and Goose Green settlements on the Island of East Falkland. The enemy were thought to be entrenched in Battalion strength. In the event their numbers were far greater and in the fierce fighting that ensued all day at Goose Green, Private Carter's Platoon Commander and Section Commander were killed.

Showing exceptional initiative and coolness in battle, Private Carter took command of the action. He moved his men into position and killed the enemy, neutralised another enemy position and organised the evacuation of the wounded.

His cool manner and bravery in action was of a high order.

24599314 Guardsman Stephen Mark CHAPMAN, Welsh Guards.

On the morning of 8th June, the Royal Fleet Auxiliary Landing Ship, Sir Galahad, had begun landing operations at Fitzroy Settlement on the Island of East Falkland. Embarked, preparing to land, was 1st Battalion Welsh Guards.

With only minimal warning, the ship was attacked and severely damaged by bombs from several enemy aircraft. Intense fire and smoke spread rapidly from the devastated deck areas. In the fire, confusion, and exploding ammunition, many casualties were incurred.

Ignoring the danger and the order to abandon ship, Guardsman Chapman rushed into a burning cabin to rescue a badly burned soldier. He returned time and time again to the blazing interior of the ship to rescue his colleagues: his actions undoubtedly saved many lives.

Guardsman Chapman's bravery and total disregard for his own safety was truly magnificent.

24440296 Corporal John Anthony FORAN, Corps of Royal Engineers.

On the night of 13th/14th June 1982, the 2nd Battalion Scots Guards were attacking well entrenched enemy positions on the craggy ridge feature of Tumbledown Mountain, seven kilometres to the west of Port Stanley. Elements of 9 Parachute Engineer Squadron Royal Engineers acted in direct support of operations throughout the day.

During the assault, Corporal Foran, Royal Engineers, led a patrol through an unmarked enemy minefield to assault an enemy position. The patrol came under heavy fire, a burst from a machine gun killing two men. A further two men were wounded by exploding mines.

Without hesitation and completely disregarding his own safety, Corporal Foran re-entered the minefield and cleared a path to his injured colleagues. Having treated them he cleared a route back out of the minefield, enabling the casualties to be evacuated.

24093340 Sergeant Desmond FULLER, The Parachute Regiment.

During the attack by 3rd Battalion The Parachute Regiment on the 11th/12th June it was reported that the Platoon Commander of 4 Platoon had been wounded and that the Platoon Sergeant was missing, believed dead. Sergeant Fuller was a supernumerary Senior Non-Commissioned Officer grouped with Company Headquarters. He at once volunteered to go forward and take command of 4 Platoon.

On arrival forward, he joined OC 4 Platoon where he had fallen wounded but was able to get enough information from him to assess his tactical task. Sporadic enemy fire was being directed from positions East along the ridge and also from the base of the slope, where he was told were some enemy sangars. He understood that this was the position recently attacked by the Platoon Sergeant and some members of 5 Platoon. Sergeant Fuller could not locate OC 5 Platoon.

Gathering 4 Platoon and the left section of 5 Platoon Sergeant Fuller organised a further assault on the enemy sangars. He positioned a gun team on the right and skirmished the assault group forward. They were soon again under effective fire, which caused a number of casualties in quick succession. Nevertheless, under his leadership, the group cleared the nearest sangars of enemy, some being seen to flee to the East.

Sergeant Fuller's action in taking command of a platoon under fire and in contact with the enemy, and subsequently leading them through a successful assault, was an example of the highest standards of leadership and courage.

24521305 Private Barry James GRAYLING, The Parachute Regiment

In the early hours of 28th May 1982, the 2nd Battalion The Parachute Regiment launched a night attack on an enemy bunker system in the area of the Goose Green settlement on the Island of East Falkland.

Private Grayling and an NCO were members of a machine gun team when two enemy machine gun posts opened up on the Company's right flank. The enemy's heavy rate of fire threatened to stop the advance.

Private Grayling and the NCO moved to a position where they thought they could put down suppressive fire. Instead, they found themselves within ten metres of the enemy. With a total disregard for their own safety they immediately attacked and destroyed the enemy machine gun position. The NCO was killed but Private Grayling continued and successfully pressed home the assault.

The heroic action of these two soldiers ensured that the Company could continue its advance. In this attack Grayling's conduct, bearing and determination were of a very high order indeed.

24252527 Corporal Thomas William HARLEY, The Parachute Regiment.

In the early hours of 28th May, the 2nd Battalion The Parachute Regiment launched an attack on enemy positions in the area of the Darwin and Goose Green settlements on the Island of East Falkland. The enemy were thought to be entrenched in battalion strength. In the event their numbers were far greater. Fierce fighting ensued all day. Corporal Harley was a Section Commander in the assault at Goose Green.

During the day, in repeated attacks on the enemy, Corporal Harley constantly distinguished himself in action. Leading his Section, he and his men assaulted and destroyed three separate enemy positions. Amidst ferocious fighting, he ignored continuous enemy fire to encourage, steady and direct his men in inflicting casualties on the enemy.

Throughout, his distinguished conduct and leadership were of the highest order.

24167965 Bombardier Edward Morris HOLT, Royal Regiment of Artillery.

Bombardier Holt, 29 Commando Regiment Royal Artillery, has served as a Forward Observation Officers' Assistant throughout the Falkland Islands campaign. In this capacity his loyalty and professional excellence have been truly outstanding. His leadership of his small team, his supervision and direction of their vital communications, have at all times been of the highest order, often in extreme climatic conditions, and in situations of great danger.

For much of the time however, he has acted as a Forward Observer himself, regularly volunteering to go out on patrol with the Royal Marines whom he supported, and on several different occasions, well behind enemy lines, assisting in their withdrawal by the production of accurate, timely and well coordinated fire.

On the night of 11th/12th June, 45 Commando attacked the Two Sisters feature, which was heavily defended. When his officer was injured, Holt took over completely the leadership of his team, continuing to produce artillery fire with coolness and skill, while he and the company he was supporting were being subjected to intense and accurate enemy machine gun fire. His outstanding leadership continued in subsequent operations right up to the cessation of hostilities.

Bombardier Holt has shown qualities of leadership and courage under fire, and professional skill far beyond those expected of his rank and experience.

24185654 Sergeant Robert White JACKSON, Scots Guards.

On the night of 13th/14th June 1982, on the Island of East Falkland, the 2nd Battalion Scots Guards attacked well entrenched enemy positions on the craggy ridge feature of Tumbledown Mountain, seven kilometres to the West of Port Stanley.

During the assault, leading elements came under intense enemy machine gun fire which was preventing any further advance. Sergeant Jackson reacted instantly: discarding his rifle and armed only with grenades, he clambered forward under fire over wet and slippery rocks towards the foot of the enemy's position forty metres away. Having climbed fully fifteen metres up into the rocky crags, single handed he attacked and destroyed the enemy's position with his grenades.

Sergeant Jackson showed outstanding courage under fire in the face of the enemy.

24498706 Lance Corporal Dale John LOVERIDGE, Welsh Guards.

On the 8th June, at Fitzroy Settlement on the Island of East Falkland, the Royal Fleet Auxiliary Landing Ship, Sir Galahad, was waiting to disembark 1st Battalion Welsh Guards. The ship was attacked and severely damaged by bombs from several enemy aircraft. Intense fire and smoke spread rapidly through the ship causing ammunition to explode, and many casualties.

With a complete disregard for his own safety and ignoring the order to abandon ship, Lance Corporal Loveridge returned time and again to the burning and smoke filled areas of the ship to rescue his colleagues.

Lance Corporal Loveridge's presence of mind and courage were of a very high order indeed.

23963008 Sergeant Joseph Gordon MATHER, Special Air Service Regiment.

Sergeant Mather commanded a 4 man patrol tasked to provide vital information on enemy dispositions and installations on East Falkland as a prelude to the repossession of the islands.

Inserted by helicopter from the Naval Task Force at a distance of 120 miles from the islands, he maintained observations of the enemy movement and dispositions in the Bluff Cove, West Stanley areas for a period of 28 days. In a totally hostile environment, with the only protection from ground and air search provided by the skill and stealth of his patrol, the reporting by Sergeant Mather was both accurate and timely.

In order to obtain the detail of the enemy disposition he was required to move his observation position to close and often obvious positions to gain the intelligence required. This he did with great courage and skill knowing that if compromised his patrol could not have been extracted from any predicament caused by enemy action. In addition he communicated his information in an environment where the enemy were known to possess a Direction Finding capability.

The leadership and example shown by Sergeant Mather were in the highest traditions of his Regiment and the Army.

23952578 Sergeant Peter Hurcliche Rene NAYA, Royal Army Medical Corps.

On 8th June 1982, whilst at anchor in Fitzroy Sound, East Falkland, RFA SIR GALAHAD was bombed and set on fire by enemy aircraft. Embarked troops included two companies of infantry and the main body of 16 Field Ambulance, men and equipment. At the time of the attack, most of the troops were positioned in the tank deck where substantial quantities of ammunition soon began to explode as the fire worked through the ship.

Sergeant Naya Royal Army Medical Corps was standing in the tank deck when he was thrown against a bulkhead by an explosion and partially stunned. The lights went out and the tank deck began to fill with dense black smoke. A second explosion set his large pack alight and scorched the back of his head. Shrugging off the burning material he managed to lead a soldier up two flights of stairs to daylight on the upper deck. He then helped to carry a man who had lost a leg up the fore-castle, having first administered first aid. He treated many more casualties, including another

amputee, and set up several infusions until, with all casualties evacuated, he left the ship on the last helicopter later to be evacuated as a casualty himself. After three days only he returned to duty in the Advance Surgical Centre of the field ambulance where he worked steadfastly through the most intense period of military activity and the passage of many battle casualties.

Sergeant Naya, being a casualty himself, was well aware of the dangers he faced by remaining in the stricken vessel and yet, with no thought for his own safety, devoted himself to the care of his injured comrades until such care was no longer required.

Sergeant Naya's conduct throughout showed immense personal courage. He acted in the highest tradition of the Royal Army Medical Corps.

23929678 Warrant Officer Class 2 Brian Thomas NECK, Welsh Guards.

On 8th June 1982, the Royal Fleet Auxiliary Landing Ship, SIR GALAHAD, had begun landing operations at Fitzroy Settlement on the Island of East Falkland. Embarked, preparing to land, was 1st Battalion Welsh Guards.

With only minimal warning, the ship was attacked and severely damaged by bombs from several enemy aircraft. Intense fire and smoke spread rapidly from the devastated deck areas. In the fire, confusion, and exploding ammunition many casualties were incurred.

Disregarding the conditions and ignoring the order to abandon ship, Warrant Officer Neck immediately began to organise the evacuation of soldiers from amongst the wreckage, many times, disregarding his own safety, he rushed back through smoke filled areas, flames and continuing explosions to assist the hurt and injured. His courageous example, encouragement and assistance to his colleagues undoubtedly saved many lives.

24408498 Guardsman Andrew Samuel PENGELLY, Scots Guards.

On the night of 13th/14th June 1982, on the Island of East Falkland, the 2nd Battalion Scots Guards were attacking well entrenched enemy positions on the craggy ridge feature of Tumbledown Mountain, seven kilometres to the West of Port Stanley.

During the assault, leading elements came under fire from a sniper hidden high up in nearby rocky crags. Guardsman Pengelly reacted immediately: abandoning his machine gun and armed with grenades, he climbed up the wet and slippery rocks toward the enemy position. Reaching the top, he hurled a grenade and killed the sniper. As he threw the grenade he was hit and badly wounded by enemy mortar fire. His courageous action was a significant individual contribution of a high order to the success of the battle.

24464323 Lance Corporal Leslie James Leonard STANDISH, The Parachute Regiment.

In the dark early hours of 28th May 1982, the 2nd Battalion The Parachute Regiment launched an attack to take enemy positions in the area of the Darwin and Goose Green settlement on the Island of East Falkland. Lance Corporal Standish was a Section Commander.

During the advance on Goose Green he led his section in a series of ferocious night actions. The enemy had to be cleared trench by trench. Shortly after dawn, enemy fire caught his men in the open; he calmly withdrew them to dead ground. In withdrawing, a private soldier was wounded. Disregarding his own safety, Lance Corporal Standish returned through enemy fire to drag him to safety.

Throughout the battle Lance Corporal Standish commanded his section with the utmost distinction and courage.

24196881 Sergeant Roman Hugh WREGA, Corps of Royal Engineers.

On the night of 13th/14th June 1982, on the Island of East Falkland, the 2nd Battalion Scots Guards were attacking well entrenched enemy positions on the craggy ridge feature of Tumbledown Mountain, seven kilometres to the west of Port Stanley. Men of 9 Parachute Squadron Royal Engineers were in direct support throughout the battle.

During their advance, casualties were incurred when the Battalion was subjected to heavy enemy artillery fire. Unruffled, and without regard to his own safety, Sergeant Wrega, Royal Engineers, organised the evacuation of the wounded.

Later, before returning to remove a further fifty charges, he cleared fourteen trip wire mines, thus enabling the Leading Company to extricate itself from an unmarked enemy minefield. His brave actions enabled the Battalion to continue its advance.

Throughout, Sergeant Wrega demonstrated leadership and courage of a very high order.

The QUEEN has been graciously pleased to approve the following names of those Mentioned in Despatches in recognition of gallant and distinguished service during the operations in the South Atlantic:

24165245 Sergeant Ian AIRD, The Parachute Regiment.

24519233 Private Simon John ALEXANDER, The Parachute Regiment.

Lieutenant Colonel James ANDERSON (472326), Royal Army Medical Corps.

24325221 Corporal Raymond Ernest ARMSTRONG, The Royal Green Jackets (*Posthumous*).

Major The Honourable Richard Nicholas BETHEL M.B.E. (490483), Scots Guards.

Captain Anthony Peter BOURNE (495483), Royal Regiment of Artillery.

24565119 Private Andrew Ernest BROOKE, The Parachute Regiment.

24574504 Driver Mark BROUGH, Royal Corps of Transport.

Captain Christopher Charles BROWN (497571), Royal Regiment of Artillery.

24587118 Guardsman Gary BROWN, Scots Guards.

Captain Ian Anderson BRYDEN (498672), Scots Guards.

Major William Keith BUTLER (481739), Royal Corps of Signals.

23891099 Staff Sergeant William Henry CARPENTER, Special Air Service Regiment.

24473145 Lance Corporal Leonard Allan CARVER, The Parachute Regiment.

Lieutenant (Queen's Gurkha Officer) CHANDRAKUMAR PRADHAN (511108), 7th Duke of Edinburgh's Own Gurkha Rifles.

24066769 Staff Sergeant Trevor COLLINS, Corps of Royal Engineers.

24472422 Private Kevin Patrick CONNERY, The Parachute Regiment.

Chaplain to the Forces Third Class David COOPER (495866), Royal Army Chaplain's Department.

Lieutenant Mark Rudolph CORETH (506827), The Blues and Royals (Royal Horse Guards and 1st Dragoons).

24565221 Private Adam Michael CORNELLE, The Parachute Regiment.

24217216 Corporal Ian Clifford CORRIGAN, Corps of Royal Electrical and Mechanical Engineers.

Lieutenant Mark Townsend COX (511695), The Parachute Regiment.

23948859 Staff Sergeant Phillip Preston CURRASS Q.G.M., Royal Army Medical Corps (*Posthumous*).

24327863 Lance Sergeant Alan Charles Ewing DALGLEISH, Scots Guards.

24441081 Lance Corporal Neal John DANCE, The Parachute Regiment.

24164306 Lance Sergeant Ian DAVIDSON, Scots Guards.

Major Peter Eastaway DENNISON (485714), The Parachute Regiment.

23942650 Staff Sergeant George Kenneth DIXON, Royal Regiment of Artillery.

24460571 Piper Steven William DUFFY, Scots Guards.

24384481 Lance Corporal Kevin Peter DUNBAR, The Parachute Regiment.

24444973 Gunner Gary ECCLESTON, Royal Regiment of Artillery.

Captain Martin Patrick ENTWISTLE (510418), Royal Army Medical Corps.

Lieutenant Colonel Keith Richard Hubert EVE (397236), Royal Regiment of Artillery.

Captain Paul Raymond FARRAR (497688), The Parachute Regiment.

24598563 Private Mark William FLETCHER, The Parachute Regiment (*Posthumous*).

24328155 Corporal David FORD, Corps of Royal Engineers.

23953947 Warrant Officer Class 2 John FRANCIS, Royal Regiment of Artillery.

Lieutenant David Peart FRANKLAND (505966), Royal Corps of Transport.

24435699 Lance Corporal Roy GILLON, Corps of Royal Engineers.

24472119 Private (now Lance Corporal) Darren John GOUGH, The Parachute Regiment.

24386530 Lance Sergeant David GRAHAM, Welsh Guards.

24554170 Private David GRAY, The Parachute Regiment.

Major Patrick Hector GULLAN M.B.E. M.C. (483921), The Parachute Regiment.

24154715 Private (Acting Corporal) Joseph Edward HAND, The Parachute Regiment.

24088979 Lance Corporal (Acting Corporal) Stephen Paul HARDING-DEMPSTER, The Parachute Regiment.

24399337 Corporal David HARDMAN, The Parachute Regiment (*Posthumous*).

24428182 Private Patrick John HARLEY, The Parachute Regiment.
 Major Richard Bruce HAWKEN (482753), Corps of Royal Engineers.
 Lieutenant Robert Charles HENDICOTT (501606), Corps of Royal Engineers.
 24122734 Corporal (Acting Sergeant) Joseph HILL, The Parachute Regiment.
 Lieutenant Colonel George Anthony HOLT (463176), Royal Regiment of Artillery.
 24008055 Warrant Officer Class 2 Graham HOUGH, Welsh Guards.
 Captain (now Major) Euan Henry HOUSTOUN M.B.E. (476876), Grenadier Guards.
 24449606 Lance Bombardier (Acting Bombardier) Owain Dyfnallt HUGHES, Royal Regiment of Artillery.
 Captain Stephen James HUGHES (504259), Royal Army Medical Corps.
 24228871 Corporal Stephen Darryl ILES, Corps of Royal Engineers.
 Lieutenant The Lord Robert Anthony INNES-KER (508197), The Blues and Royals (Royal Horse Guards and 1st Dragoons).
 24130402 Bombardier John Rodney JACKSON, Royal Regiment of Artillery.
 24392508 Gunner Jeffrey JONES, Royal Regiment of Artillery.
 24501852 Lance Corporal Kenneth Bryan JONES, Royal Corps of Transport.
 24088121 Sergeant Richard Ryszad KALINSKI, The Parachute Regiment.
 Captain Simon James KNAPPER (499735), The Staffordshire Regiment (The Prince of Wales's).
 23856221 Staff Sergeant (Acting Warrant Officer Class 2) Anthony LA FRENais, Special Air Service Regiment.
 Major Brendan Charles LAMBE (492701), Royal Regiment of Artillery.
 Lieutenant Clive Ralph LIVINGSTONE (500967), Corps of Royal Engineers.
 24355078 Lance Corporal Christopher Keith LOVETT, The Parachute Regiment (*Posthumous*).
 Lieutenant Jonathan George Ormsby LOWE (503127), Royal Corps of Transport.
 24026186 Staff Sergeant Clive Dennis LOWTHER, Special Air Service Regiment.
 23954942 Lance Corporal Duncan MACCOLL, Scots Guards.
 Major Roderick MACDONALD (485776), Corps of Royal Engineers.
 24498356 Piper Peter Alexander MACINNES, Scots Guards.
 24462159 Lance Corporal John Daniel MAHER, Corps of Royal Engineers.
 Captain Robin John MAKEIG-JONES (498932), Royal Regiment of Artillery.
 24551227 Private Andrew MANSFIELD, The Parachute Regiment.
 Major Tymothy Alastair MARSH (479123), The Parachute Regiment.
 24097724 Sergeant Peter James MARSHALL, Army Catering Corps.
 24438768 Lance Sergeant Thomas MCGUINNESS, Scots Guards.
 Captain Joseph Hugh MCMANNERS (495368), Royal Regiment of Artillery.
 Lieutenant Alasdair Macfarlane MITCHELL (508221), Scots Guards.
 24185774 Lance Sergeant Clark MITCHELL, Scots Guards (*Posthumous*).
 2nd Lieutenant Ian Charles MOORE (511053), The Parachute Regiment.
 24455553 Private Richard Peter George MORRELL, The Parachute Regiment.
 Major Philip NEAME (499126), The Parachute Regiment.
 24372921 Corporal Thomas Kiernan NOBLE, The Parachute Regiment.
 24600120 Private Emmanuel O'ROURKE, The Parachute Regiment.
 Lieutenant Jonathan David PAGE (512953), The Parachute Regiment.
 24049124 Private (Acting Corporal) David John PEARCY, Intelligence Corps.
 24400826 Corporal Jeremy Frank PHILLIPS, The Parachute Regiment.
 24026589 Private (Acting Sergeant) Brian William PITCFORTH, The Queen's Regiment.
 24491946 Private Anthony POTTER, Royal Army Ordnance Corps.
 24375064 Lance Corporal Barry John RANDALL, Corps of Royal Engineers.
 24180996 Sergeant Peter RATCLIFFE, Special Air Service Regiment.

24355586 Lance Corporal Graham RENNIE, Scots Guards.
 23942520 Warrant Officer Class 2 Malcolm Douglas RICHARDS, Royal Regiment of Artillery.
 24442062 Lance Corporal Julian Jon RIGG, Army Air Corps.
 Lieutenant Colonel John David Arthur ROBERTS (468711), Royal Army Medical Corps.
 Major Barnaby Peter Stuart ROLFE-SMITH (486734), The Parachute Regiment.
 Captain Christopher Roy ROMBERG (505905), Royal Regiment of Artillery.
 Lieutenant Colonel Hugh Michael ROSE O.B.E. (460818), Coldstream Guards.
 24098338 Sergeant Ian ROY, Corps of Royal Engineers.
 Captain Julian David Gurney SAYERS (497504), Welsh Guards.
 Lieutenant (Acting Captain) Matthew Rodgers SELFRIDGE (505347), The Parachute Regiment (*Posthumous*).
 23251028 Warrant Officer Class 2 Michael John SHARP, Army Air Corps.
 24128025 Corporal John William SIBLEY, The Parachute Regiment.
 Major Colin Stewart SIBUN (482836), Army Air Corps.
 24328940 Sapper (Acting Lance Corporal) William Austen SKINNER, Corps of Royal Engineers.
 Major Graham Frederick William SMITH (479351), Royal Regiment of Artillery.
 Captain Royston John SOUTHWORTH (489603), Royal Army Ordnance Corps.
 24158229 Corporal of Horse Paul STRETTON, The Blues and Royals (Royal Horse Guards and 1st Dragoons).
 2nd Lieutenant James Douglas STUART (512691), Scots Guards.
 Lieutenant William John SYMS (507543), Welsh Guards.
 24222562 Corporal (Acting Sergeant) Robert Clive TAYLOR, Royal Corps of Signals.
 Major Anthony TODD (466005), Royal Corps of Transport.
 24184308 Lance Corporal Gary TYTLER, Scots Guards.
 24173097 Private (Acting Corporal) Peter Andrew WALKER, The Staffordshire Regiment (The Prince of Wales's).
 24309152 Sergeant Richard John WALKER, Army Air Corps.
 2nd Lieutenant Guy WALLIS (511082), The Parachute Regiment.
 Lieutenant Mark Evan WARING (501715), Royal Regiment of Artillery.
 Captain James Nicholas Edward WATSON (499787), Royal Regiment of Artillery.
 Lieutenant Geoffrey Ronald WEIGHHELL (507872), The Parachute Regiment.
 Lieutenant (now Captain) Mark Graham WILLIAMS (501719), Royal Regiment of Artillery.
 Lieutenant (now Captain) Maldwyn Stephen Henry WORSLEY-TONKS (501706), The Parachute Regiment.

AIR FORCE DEPARTMENT

Whitehall, London, S.W. 1

The QUEEN has been graciously pleased to approve the following award of the Distinguished Service Cross for services during the operations in the South Atlantic:

Distinguished Service Cross

Flight Lieutenant David Henry Spencer MORGAN 5200931, Royal Air Force, 899 Naval Air Squadron.

The Sea Harrier pilots of 800 and 899 Naval Air Squadrons embarked in HMS HERMES have shown great courage in the air battle over and around the Falkland Islands which started at the end of April and continued throughout May. They were required to fly sortie after sortie, sometimes as many as four per day, often in appalling weather conditions, but remained steadfast and determined under continuous stress and constant danger. Their contribution enabled the Task Force to gain air superiority and thus almost certainly saved many lives which would otherwise have been lost in enemy air attacks. Flight Lieutenant Morgan has flown 50 operational sorties. During one sortie, he attacked a Puma helicopter with guns causing it to crash into a hill and, on a separate occasion, he and his wing man attacked and destroyed an entire formation of four Mirages, Flight Lieutenant Morgan himself shooting down two enemy aircraft.

The QUEEN has been graciously pleased to approve the following awards of the Distinguished Flying Cross for services during the operations in the South Atlantic.

Distinguished Flying Cross

Wing Commander Peter Ted SQUIRE AFC 608512, Royal Air Force.

Six GR3 Harriers from 1(F) Squadron embarked on HMS HERMES on 18th May 1982, and a further four replacement aircraft were flown direct from Ascension Island to HMS HERMES' deck 3,500 miles away. During the re-invasion phase of the Falkland Islands operations, 1(F) Squadron flew from the ship in a wide variety of bombing, PR and rocket attacks on targets ashore in the Falkland Islands in support of ground forces, usually at low level against defended targets. Wing Commander Squire led his Squadron with great courage from the front flying 24 attack sorties. He flew many daring missions, but of particular note was an attack at low level with rockets on targets at Port Stanley Airfield in the face of heavy anti-aircraft fire when both he and his wing man returned damaged. Also a bombing attack on an HQ position when, on approach, a bullet passed through his cockpit which temporarily distracted him, but he quickly found an alternative target and bombed that instead. During overshoot Wing Commander Squire's aircraft suffered engine failure and was damaged during crash landing at the forward operating base ashore on 9th June 1982, but he continued flying after his return to the ship with unabated zeal. Wing Commander Squire has shown outstanding valour and steadiness under enemy fire, and has led by brave example.

Squadron Leader Richard Ulric LANGWORTHY AFC 3516433, Royal Air Force.

Squadron Leader Langworthy was on board MV NORLAND and latterly HMS FEARLESS anchored in San Carlos Water during the period 21st-26th May 1982. On 25th May, MV ATLANTIC CONVEYOR was hit and destroyed by an enemy attack. All of No 18 Squadron's assets, less one Chinook helicopter, were destroyed. This remaining aircraft ZA 718 was flown to San Carlos Water. A small detachment under the command of Squadron Leader Langworthy was put ashore on 27th May to operate this one aircraft in support of land and sea operations. The Detachment possessed no field deployment equipment and operated initially from "fox holes". Permanent accommodation and messing were subsequently established at Port San Carlos Settlement. Despite a total lack of aircraft spares, ZA 718 was flown continuously in support of the battle from 27th May until the cease fire. On 30th May, Squadron Leader Langworthy was briefed to move 3 x 105 mm light guns (two internal plus one external), 85 men and 22 tonnes of ammunition to Mount Kent. The move was to take place at night using Passive Night Goggles Techniques. The intelligence briefing was vague, but it was assessed that the enemy was in position on Mount Kent and additionally had Company positions at Estancia House. The first load of 3 x 105 mm light guns plus 22 men took 2½ hours to load. The transit proved uneventful despite severe snow showers in the area. The drop point briefed as a flat plateau, proved to be a sloping rock river with flattish areas and adjacent deep gullies. Full operation of the rear cabin ramp proved difficult over such terrain and the off-loading took 40 minutes. This was achieved without lights and further complicated by intercom failure on the aircraft. While not directly engaged by enemy fire, the general area in which the aircraft had landed was subject to fire. On completion of the off-loading the aircraft was recovered in appalling weather conditions of heavy snow. The aircraft radio altimeter failed and the aircraft struck the sea causing some minor damage. Squadron Leader Langworthy recovered the situation and the aircraft was recovered to its operating base without further mishap.

Squadron Leader Calum Neil McDUGALL 3144488, Royal Air Force.

When the Falkland Islands crisis arose Squadron Leader McDougall and his crew were earmarked for special training for operations in the South Atlantic but could not be fully converted immediately because of a shortage of in-flight refuelling aircraft. While awaiting conversion Squadron Leader McDougall made a significant contribution to the enhancement of the Vulcan's capability when he captained the aircraft test flying new external weapons mountings and flew the first firing of the anti-radiation Martel missile. Shortly afterwards his crew deployed to Ascension and on both 31st May and 3rd June 1982 he flew operational sorties against targets in East Falkland armed with the Shrike anti-radiation missile. The first sortie took the crew well beyond their previous experience in long distance flight and it was the first live missile firing by a Vulcan in a combat environment. To achieve accurate delivery of the weapon Squadron Leader McDougall had to fly his aircraft with great precision in a complex night manoeuvre. Because of the speed with which the missile was brought into service, the crew had had no previous practice but

Squadron Leader McDougall's exceptional skill and determination ensured complete accuracy in performing this manoeuvre and the radar shut down shortly thereafter, consistent with a successful hit. On the second sortie, the enemy thwarted Squadron Leader McDougall's initial attacks by turning off the target radar whenever he approached. Despite his very long range from base and the fact that his fuel reserves were critical, Squadron Leader McDougall persisted for more than 25 minutes in his attempts to acquire a target by descending the aircraft towards the enemy defences. Eventually, he succeeded in provoking the enemy into switching on a radar which was briefed as the secondary target and he was then able to fire his missiles successfully at the target. The crew then made a successful rendezvous with the Victor tanker on the return journey to Ascension Island but the refuelling probe of Squadron Leader McDougall's aircraft broke as he was making contact, so preventing the transfer of any fuel. There was no alternative but to divert the aircraft to Brazil and Squadron Leader McDougall showed courage and calmness of the highest order in preparing his aircraft and crew for the landing at an unplanned foreign airbase. Throughout this period of the flight, his aircraft captaincy was faultless and he showed the ability to make instant decisions in the first emergency of this kind during the South Atlantic hostilities. He was thus largely responsible for the eventual safe return of his aircraft and crew. Throughout his involvement in the South Atlantic Operations Squadron Leader McDougall displayed qualities of leadership and coolness which were a magnificent example to others. His fearlessness under operational conditions, and his zeal and dogged determination through long hours of a most demanding flight in a potentially dangerous environment are thoroughly deserving of significant recognition.

Squadron Leader Jeremy John Pook 608507, Royal Air Force.

Squadron Leader Pook of 1(F) Squadron had been nominated mission leader throughout the invasion phase, conducting 23 attack sorties. He led missions on 21st and 27th May 1982 which destroyed probably four Argentinian helicopters, Squadron Leader Pook personally destroying probably two Pumas on the ground despite SA and SAM defences. He also led two successful attacks on Goose Green in the face of very heavy anti-aircraft fire, the second against a large calibre gun which was destroyed causing heavy casualties; this helped 2 Para Regt obtain the surrender of the troops in that area. On 30th May 1982, Squadron Leader Pook's Harrier was hit while attacking a gun position on Mount Harriet. He nevertheless pressed home his attack but, as a result of system damage to his aircraft, he had to eject over the sea 30 NM from HMS HERMES when returning. His determination was undiminished by the experience and he has continued to display considerable courage and great professionalism.

Flight Lieutenant William Francis Martin WITHERS 2607689, Royal Air Force.

On 30th April 1982, two Vulcan B2 aircraft were prepared to fly from Ascension Island on the first bombing mission against Port Stanley airfield in the Falkland Islands. At 2253 hours, Flight Lieutenant Withers, Captain of the reserve aircraft took off last in a stream of two Vulcans and ten Victors. Within minutes, the primary Vulcan became unserviceable, leaving Flight Lieutenant Withers' aircraft to conduct the mission. Throughout the 3400 mile outward leg of this unique operation, the formation encountered severe weather conditions which, combined with a major failure in one of the tanker aircraft, made night air-to-air refuelling particularly difficult, and resulted in the Vulcan approaching the target area with less fuel than planned. Although knowing that he had insufficient fuel for any diversion should his home-bound rendezvous with a tanker fail, Flight Lieutenant Withers continued his descent to the target area. Major problems were then experienced with the aircraft radar which, if not resolved, would have resulted in aborting the attack since precise bombing was required to achieve success and avoid civilian casualties. After overcoming these problems, successfully jamming the enemy radar and confusing the defences, all the bombs were released and the runway and airfield facilities severely damaged. During the return flight fuel reserves became very low allowing no margin for error on the part of Flight Lieutenant Withers or any member of his crew. Nevertheless, despite having been airborne for over 12 hours the refuelling contact with the tanker was successfully carried out and the aircraft recovered safely to Ascension Island. This was the longest in-flight refuelled bombing operation ever carried out by a Royal Air Force aircraft and covered a distance of 6800 miles and lasted over 16 hours. Throughout, both captain and crew were faced with several serious problems and difficult decisions affecting the success of the operation which they overcame with skill, courage and resolve. In so doing, Flight Lieutenant Withers displayed qualities of leadership, determination and presence of mind which were an inspiration to his crew. Moreover, through his exemplary airmanship and skill the use of Port Stanley airfield was temporarily denied to the enemy.

The QUEEN has been graciously pleased to approve the following awards of the Air Force Cross in recognition of service during the operations in the South Atlantic.

Air Force Cross

Wing Commander David EMMERSON 4230086, Royal Air Force.

Wing Commander Emmerson commands No 206 Squadron based at Royal Air Force Kinloss. Between 21st April 1982 and 6th June 1982, he was detached to Ascension Island to command a force of Nimrod aircraft deployed in support of Operation CORPORATE. On arrival at Ascension, Wing Commander Emmerson found little in the way of a support organisation. However, during his period in command the detachment doubled in size, an air-to-air refuelling capability was introduced for Nimrod aircraft to operate both within the Total Exclusion Zone and close to the Argentinian coast, and new weapons including air-to-air missiles were received into service. Throughout the period of expansion Wing Commander Emmerson displayed exceptional zeal and patience over long hours of abnormally demanding duties. He not only prepared his crews for operations close to the Argentinian coast and within range of fighter aircraft, but also displayed exceptional leadership and a great sense of courage by captaining each sortie which broke new ground as new equipments, capabilities and techniques were introduced. He never tasked a crew to fly an operation which he himself had not already flown and he displayed outstanding leadership and skill in completing each mission successfully regardless of the potential risks to his aircraft and crew. In the course of ten operational sorties Wing Commander Emmerson was captain of the Nimrod which supported the first Vulcan attack on Port Stanley Airfield on 1st May. He led the first crew to operate within air defence radar and fighter range of the Argentinian bases of Puerto Belgrano and Comodoro Rivadavia. The latter sortie was conducted in daylight in an environment of a considerable risk to aircraft and crew. Another of his operational sorties was to provide surface surveillance in support of Task Groups overnight on 20th/21st May to cover the amphibious landings on East Falkland involving a flight of 19 hours and 7200 nautical miles. Throughout the period of the Falkland campaign, Wing Commander Emmerson displayed courage and coolness which were a magnificent example to others. While proving himself an outstanding leader of his crews through personal example, unselfish determination and skill he ensured the achievement of the military aims of his Commander in the employment of the Nimrod.

Squadron Leader Robert TUXFORD 608997, Royal Air Force.

Squadron Leader Tuxford was captain of a Victor K2 Tanker supporting the first Vulcan bombing raid on Port Stanley airfield, Falkland Islands. During the night of 30th April 1982, Squadron Leader Tuxford's aircraft was tasked with passing fuel to another Victor K2 which, in turn, was to transfer fuel to a Vulcan en route to the target. However, during the refuelling manoeuvre, the Victor flew into violent thunderstorms and suffered turbulence so severe that the receiving probe was broken from the Victor aircraft. Immediately, the aircraft reversed roles and Squadron Leader Tuxford took-on the fuel load. However, the delay resulted in the fuel transfer being completed further from Ascension Island than planned and Squadron Leader Tuxford's aircraft did not receive all the fuel required to complete the mission. Nevertheless, in the full knowledge that his aircraft would run out of fuel some 400 nautical miles south of Ascension Island on its return and in spite of the obvious risk, Squadron Leader Tuxford transferred the full amount required by the Vulcan to complete its bombing mission. Moreover, at that time he was not able to seek assistance from Ascension Island because, to have broken radio silence would have jeopardized the safety of the Vulcan en route to its target. His determination and courage were rewarded however, when, after the Vulcan cleared the target area, a reserve tanker was successfully scrambled from Ascension Island and Squadron Leader Tuxford's aircraft made a safe recovery. Squadron Leader Tuxford's selfless devotion to duty ensured the success of the Vulcan mission and was in the finest traditions of the Royal Air Force.

Flight Lieutenant Harold Currie BURGoyNE 8020990, Royal Air Force.

Flight Lieutenant Burgoyne, of the Special Forces Flight of No 47 Squadron, Royal Air Force Lyneham has outstanding skill and experience as a Hercules pilot and was specially selected as one of the first captains to train in air-to-air refuelling which was hitherto undeveloped for Hercules aircraft. At the outset of Operation CORPORATE Flight Lieutenant Burgoyne was tasked with intensive training for clandestine operations, for which he was also required to undertake comprehensive mission planning. This demanding phase which was disrupted by frequent changes in operational requirements, offered no respite and placed Flight

Lieutenant Burgoyne under considerable pressure; he reacted with flexibility, dedication and tactical ability of the highest order. Subsequently, on 12th May 1982, Flight Lieutenant Burgoyne and his crew deployed to Ascension Island to be the first air-to-air refuelling crew engaged in Hercules long-range airdrops and on 16th May 1982 he took off from Ascension on the first of these missions into the Falkland Islands' Total Exclusion Zone. Air refuelling his aircraft on the outbound leg of 2100 miles from Ascension, Flight Lieutenant Burgoyne went on to airdrop 1000 pounds of vital stores and eight parachutists to Her Majesty's Ship ANTELOPE before returning to Ascension in a total flight time of 24 hours 5 minutes over 6300 nautical miles. Throughout, Flight Lieutenant Burgoyne showed exceptional skill, dedication and leadership, and with quiet yet dogged determination he inspired his crew and ensured the successful accomplishment of an extremely arduous and difficult task in an unarmed and defenceless aircraft under considerable threat of attack by enemy fighters and missiles. He went on to establish a pattern of operations and helped to refine the techniques for subsequent long-range airdrops. He remained at Ascension Island and himself flew four further long-range airdrop missions into the Total Exclusion Zone. After the surrender of Argentinian forces, he was selected to fly the first sorties to carry an operational payload into Port Stanley Airfield, when he had the honour of carrying the former Governor Mr Hunt. By his pioneering spirit, courage and outstanding professionalism in the highest traditions of a fighting service, Flight Lieutenant Burgoyne has brought great credit to himself and to the Royal Air Force.

CENTRAL CHANCERY OF
THE ORDERS OF KNIGHTHOOD

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

11th October, 1982

The QUEEN has been graciously pleased to approve the following awards of The Queen's Gallantry Medal in recognition of gallantry during the operations in the South Atlantic.

Queen's Gallantry Medal

Flight Lieutenant Alan James SWAN 685685, Royal Air Force.

Flight Lieutenant Swan is Officer Commanding No. 1 Explosive Ordnance Disposal Unit at the Royal Air Force Armament Support Unit, Royal Air Force Wittering, and commanded the eleven man bomb disposal unit which served in the Falkland Islands throughout the recent conflict. On 27th May 1982, there was an air attack on the Ajax Bay refrigeration plant, which housed the Commando Logistics Hospital. The attack resulted in 31 casualties, and two unexploded bombs were found adjacent to the operating theatre. The hospital could not be evacuated because of continual operations on the wounded, nor could the bombs be defused. Having advised the hospital staff that it was unlikely that the bombs would detonate if they were not disturbed, although being mindful of the possibility that they might be fitted with long delay fuses, Flight Lieutenant Swan decided to remain billeted in the hospital to reassure the patients and staff by his presence. In the same attack, the hospital helicopter landing strip was showered with unexploded ordnance which had been damaged by bomb explosions and fire. With complete disregard for his own safety, Flight Lieutenant Swan personally led the manual clearance of ordnance which was in an extremely dangerous condition and made the strip available for further operations. At Goose Green settlement, on 4th June 1982, a quantity of napalm had to be removed from the centre of the village. The napalm was weeping and in a dangerous condition. It was stored on steel-runners sledges with the attendant risk of an explosion should a spark be struck. Undeterred by the obvious danger, Flight Lieutenant Swan with the assistance of Flight Sergeant Knights, moved the napalm to an area where it could be destroyed safely. On 6th June 1982, a 1,000 pound unexploded Argentinian Bomb, of the same type that had previously killed an Army disposal expert, was found in the vicinity of Brigade Headquarters at Darwin. The bomb was too close to the headquarters to be dealt with by demolition. Regardless of the imminent danger to his own life, Flight Lieutenant Swan defused the bomb and the headquarters continued in operation without interruption. Throughout the campaign, Flight Lieutenant Swan displayed qualities of leadership, courage and coolness which were a magnificent example to others.

K8000244 Flight Sergeant Brian William JOPLING, Royal Air Force.

Flight Sergeant Jopling is an air loadmaster employed since October 1981 as a crewman on No. 18 Squadron, Royal Air Force Odiham. On 25th May 1982 he was on board the Steam Ship Atlantic Conveyor in the South Atlantic as part of the 18 Squadron deployment in support of Operation CORPORATE. During the late afternoon, the ship was attacked and hit by an Exocet missile.

Flight Sergeant Jopling was manning an air defence machine gun position on the bridge during the attack. The missile started a fire on the ship which rapidly spread out of control and the decision was taken to abandon the stricken vessel. Flight Sergeant Jopling was among the last to leave the bridge and, as he descended towards the main deck, he was enveloped by thick black smoke. He rapidly donned his respirator and led several people onwards in a human chain but, realising that it would be impossible for the others to survive without respirators, he had to retreat. He eventually found an alternative path within the ship and led his party of survivors to the main deck where they climbed over the side and entered the water prior to boarding a liferaft. The liferaft Flight Sergeant Jopling selected was one of the few remaining and was overcrowded; he, together with several others, was unable to board it. The sea was very cold and night had fallen, adding to the difficulties. The liferaft was still attached to the ship and was being buffeted against the ship's side as the ship rolled. Realising the danger this represented to the liferaft and its occupants, Flight Sergeant Jopling made his way around the liferaft and, despite being struck several times by the ship, eventually managed to sever the lines holding the liferaft to the blazing hulk. As the occupants of the liferaft became more organised, other survivors were gradually brought on board. Flight Sergeant Jopling appreciated that as he was wearing aircrew survival equipment, he was better placed than other survivors in the water. He therefore elected to remain in the sea, encouraging and helping men to hold onto the liferaft; only when he had ensured that there were no more survivors in the water, did he allow himself to be dragged, exhausted, aboard. He was in the water for between one and two hours in extremely hazardous conditions. Flight Sergeant Jopling acted in the finest traditions of the Royal Air Force and his selfless conduct undoubtedly saved many lives.

MINISTRY OF DEFENCE

Whitehall, London, S.W.1
11th October, 1982

The QUEEN has been graciously pleased to approve the following awards of The Queen's Gallantry Medal in recognition of gallantry during the operations in the South Atlantic.

Mention in Despatches

Squadron Leader John Geoffrey ELLIOTT 608743, Royal Air Force.

Squadron Leader Robert Douglas IVESON 4233414, Royal Air Force.

Flight Lieutenant Edward Henry BALL 5201241, Royal Air Force.

Flight Lieutenant Mark William James HARE 5202373, Royal Air Force.

Flight Lieutenant Gordon Carnie GRAHAM 8026356, Royal Air Force.

Flight Lieutenant Alan Tom JONES 593549, Royal Air Force.

Flight Lieutenant Ian MORTIMER 5202579, Royal Air Force.

Flight Lieutenant Hugh PRIOR 4160477, Royal Air Force.

Flight Lieutenant Richard John RUSSELL, A.F.C. 2485566, Royal Air Force.

Flight Lieutenant Robert Dennis WRIGHT 8021320, Royal Air Force.

Flying Officer Peter Lewis TAYLOR 2624527, Royal Air Force.

Flying Officer Colin MILLER 8027110, Royal Air Force.

F0681327 Flight Sergeant Derek William KNIGHTS, Royal Air Force.

R8086882 Corporal Alan David TOMLINSON, Royal Air Force.

The QUEEN has been graciously pleased to approve the following awards of The Queen's Commendation for Brave Conduct in recognition of service during the operations in the South Atlantic.

Queen's Commendation for Brave Conduct

L8171807 Junior Technician Adrian THORNE Royal Air Force.

P8183010 Senior Aircraftman Kenneth James SOPPETT-MOSS Royal Air Force.

The QUEEN has been graciously pleased to approve the following awards of The Queen's Commendation for Valuable Service in the Air in recognition of service during the operations in the South Atlantic.

Queen's Commendation for Valuable Service in the Air

Squadron Leader Ernest Frederick WALLIS, M.B.E. 2524523, Royal Air Force.

Flight Lieutenant Michael Ernest BEER 4231811, Royal Air Force.

Flight Lieutenant James Dalrymple CUNNINGHAM 687875, Royal Air Force.

Flight Lieutenant John Norman KEABLE 4175018, Royal Air Force.

Flight Lieutenant Murdo MacDonald MACLEOD 8025506, Royal Air Force.

Flight Lieutenant Glyn David REES 8020929, Royal Air Force.

Flight Lieutenant Robert Leslie ROWLEY 8025695, Royal Air Force.

E8083447 Flight Sergeant Stephen Edward SLOAN Royal Air Force.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, London, S.W.1
11th October, 1982

The QUEEN has been graciously pleased to give orders for the following promotion in, and appointments to, the Most Honourable Order of the Bath in recognition of service within the operations in the South Atlantic:

Order of the Bath (Military Division)

K.C.B.

To be Additional Members of the Military Division of the Second Class, or Knights Commanders, of the said Most Honourable Order:

Major General John Jeremy MOORE, C.B., O.B.E., M.C.*.
Rear Admiral John Forster WOODWARD.

C.B.

To be Additional Members of the Military Division of the Third Class, or Companions, of the said Most Honourable Order:

Air Vice-Marshal George Arthur CHESWORTH, O.B.E., D.F.C., Royal Air Force.

Commodore Michael Cecil CLAPP, Royal Navy.

Air Vice-Marshal Kenneth William HAYR, C.B.E., A.F.C., Royal Air Force.

Brigadier Julian Howard Atherden THOMPSON, O.B.E., A.D.C., Royal Marines.

Rear Admiral Anthony John WHETSTONE.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, London S.W.1
11th October, 1982

The QUEEN has been graciously pleased to give orders for the following promotions in, and appointments to, the Most Excellent Order of the British Empire in recognition of service within the operations in the South Atlantic:

Order of the British Empire (Military Division)

G.B.E.

To be an Additional Knight Grand Cross of the Military Division of the said Most Excellent Order:

Admiral Sir John David Elliott FIELDHOUSE, G.C.B.

K.B.E.

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

Air Marshal Sir John Bagot CURTISS, K.C.B., Royal Air Force.

Vice Admiral David John HALLIFAX.

C.B.E.

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

Captain Paul BADCOCK, Royal Navy

Captain Nicholas John BARKER, Royal Navy.

Colonel Ian Stuart BAXTER, M.B.E. (456440), late Royal Corps of Transport.

Colonel John David BIDMEAD, O.B.E. (423413), late Royal Corps of Transport.

Captain Christopher Peter Oldbury BURNE, Royal Navy.

Colonel (Now Brigadier) David Bryan Hall COLLEY, O.B.E. (433082), late Royal Corps of Transport.

Group Captain Clive Ernest EVANS, Royal Air Force.
 Captain Raymond Hunter FOX, Royal Navy.
 Captain John GARNIER, M.V.O., Royal Navy.
 Group Captain Alexander Freeland Cairns HUNTER, O.B.E.,
 A.F.C., Royal Air Force.
 Group Captain Patrick KING, O.B.E., Royal Air Force.
 Captain Michael Henry Gordon LAYARD, Royal Navy.
 Colonel Bruce Christopher McDERMOTT, O.B.E. (471573),
 late Royal Army Medical Corps.
 Captain Robert McQUEEN, Royal Navy.
 Group Captain Jeremy Simon Blake PRICE, A.D.C., Royal
 Air Force.
 Captain Jonathan James Richard TOD, Royal Navy.
 Captain John Peter WRIGLEY, Royal Navy.

O.B.E.

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

Commander Thomas Anthony ALLEN, Royal Navy.
 Wing Commander Anthony John Crowther BAGNALL
 (608630), Royal Air Force.
 Commander Lionel Stuart Joseph BARRY, Royal Navy.
 Wing Commander David Llewellyn BAUGH (608336), Royal
 Air Force.
 Lieutenant Colonel Anthony Edward BERRY (459211), The
 Royal Green Jackets.
 Commander Peter Stanley BIRCH, Royal Navy.
 Major Robert James BRUCE, Royal Marines.
 Major John Shane CHESTER, Royal Marines.
 Commander Michael CUDMORE, Royal Navy.
 Captain John Barrie DICKINSON, Royal Fleet Auxiliary.
 Wing Commander Peter FRY, M.B.E. (4181201), Royal Air
 Force.
 Commander Frederick Brian GOODSON, Royal Navy.
 Lieutenant Colonel Ivar Jack HELLBERG (472558), Royal
 Corps of Transport.
 Commander Lister Theodore HICKSON, Royal Navy.
 Major (Now Lieutenant Colonel) Peter John HUBERT, M.B.E.
 (467580), The Queen's Regiment.
 Surgeon Lieutenant Commander (Acting Surgeon Com-
 mander) Richard Tadeusz JOLLY, Royal Navy.
 Commander Christopher John ESPLIN-JONES, Royal Navy.
 Captain John Stuart KELLY, M.B.E., Royal Navy.
 Commander David Arthur Henry KERR, Royal Navy.
 Commander Martin Leonard LADD, Royal Navy.
 Captain Peter James McCARTHY, Royal Fleet Auxiliary.
 Commander Peter John MCGREGOR, Royal Navy.
 Lieutenant Colonel William Stewart Petrie MCGREGOR
 (462291), Royal Army Medical Corps.
 Major David John MINORDS, Royal Marines.
 Lieutenant Colonel David Patrick de Courcy MORGAN
 (461477), 7th Duke of Edinburgh's Own Gurkha Rifles.
 Squadron Leader Brian Sydney MORRIS, A.F.C. (4232141),
 Royal Air Force.
 Commander Andrew William NETHERCLIFT, Royal Navy.
 Commander (Acting Captain) Anthony James OGLESBY,
 Royal Navy.
 Captain Gilbert Paul OVERBURY, Royal Fleet Auxiliary.
 Commander George Sheddon PEARSON, Royal Navy.
 Captain Shane REDMOND, Royal Fleet Auxiliary.
 Lieutenant Colonel John Francis RICKETT, M.B.E. (461643),
 Welsh Guards.
 Commander Andrew Stephen RITCHIE, Royal Navy.
 The Reverend Anthony McPherson ROSS, Royal Navy.
 Commander Robert Austin ROWLEY, Royal Navy.
 Commander Jeremy Thomas SANDERS, Royal Navy.
 Commander Ronald James SANDFORD, Royal Navy.
 Lieutenant Colonel (Quartermaster) Patrick John SAUNDERS
 (485226), Corps of Royal Engineers.
 Major James Maurice Guy SHERIDAN, Royal Marines.
 Commander Donald William SHRUBB, Royal Navy.
 Wing Commander Joseph Kerr SIM, A.F.C. (608065), Royal
 Air Force.
 Wing Commander Anthony Peter SLINGER (4142065), Royal
 Air Force.
 Lieutenant Colonel Michael John HOLROYD SMITH (460614),
 Royal Regiment of Artillery.
 Wing Commander Charles Julian STURT (607859), Royal Air
 Force.
 Major Simon Ewen SOUTHBY-TAILYOUR, Royal Marines.
 Major Jonathan James THOMSON, Royal Marines.
 Wing Commander Brian James WEAVER (586716), Royal Air
 Force.
 Lieutenant Colonel Ronald WELSH (470783), Royal Army
 Medical Corps.
 Commander Christopher Watkin WILLIAMS, Royal Navy.
 Commander George Anthony Charles WOODS, Royal Navy.

Captain Christopher Anthony PURTCHER-WYDENBRUCK,
 Royal Fleet Auxiliary.

M.B.E.

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

Warrant Officer Daniel Philmore BARKER (S1868381), Royal
 Air Force.
 Major Edward Leo BARRETT (476096), Royal Corps of Trans-
 port.
 Major Charles Gordon BATTY (490581), Royal Army Medical
 Corps.
 Lieutenant Commander Michael John Douglas BROUGHAM,
 Royal Navy.
 Lieutenant Commander Roger Charles CAESLEY, Royal Navy.
 Flight Lieutenant Edna May CLINTON (2810093), Women's
 Royal Air Force.
 Lieutenant Roger Stephen COLLINS, Royal Navy.
 23876522 Warrant Officer Class 1 (Regimental Sergeant
 Major) Anthony James DAVIES, Welsh Guards.
 Major Christopher Matthew DAVIES (488023), Corps of Royal
 Engineers.
 Lieutenant Alan David DUMMER, Royal Navy.
 Flight Lieutenant John DUNGATE A.F.M. (3526433), Royal
 Air Force.
 Major John Anthony EAST (483302), Royal Army Medical
 Corps.
 Lieutenant Commander Colin John EDWARDS, Royal Navy.
 Fleet Chief Radio Supervisor David John EGGERS J980447V.
 23877373 Warrant Officer Class 1 Leslie ELLSON, Welsh
 Guards.
 Lieutenant Simon Jonathan BRANCH-EVANS, Royal Navy.
 Major Andrew Roger GALE (484245), Royal Corps of Signals.
 Lieutenant Commander Richard GOODENOUGH, Royal Navy.
 Lieutenant Commander Michael GOODMAN, Royal Navy.
 Major Charles GRIFFITHS (499910), Royal Army Medical
 Corps.
 Major (Quartermaster) Gerald Norman GROOM (494671),
 Royal Corps of Transport.
 23859780 Warrant Officer Class 2 (Acting Warrant Officer
 Class 1) Thomas HAIG, Special Air Service Regiment.
 Lieutenant Commander Robert William HAMILTON, Royal
 Navy.
 Major Laurence HOLLINGWORTH (471277), Royal Army Ord-
 nance Corps.
 Captain Colin Francis HOWARD, Royal Marines.
 Lieutenant Commander Gerard Martin John IRVINE, Royal
 Navy.
 Lieutenant Commander Peter John JAMES, Royal Naval
 Reserve.
 Squadron Leader Clive Graham JEFFORD (4230702), Royal
 Air Force.
 Fleet Chief Writer Christopher Geoffrey LAMB M950606D.
 Fleet Chief Petty Officer (OPS) (S) Michael John LEGG
 J967323X.
 Squadron Leader William Frederick LLOYD (5201496), Royal
 Air Force.
 Lieutenant Commander James Hutcheon LOUDON, Royal
 Navy.
 Captain Ronald Marshall (506697), Intelligence Corps.
 Flight Lieutenant Brian Thomas MASON (688869), Royal Air
 Force.
 Lieutenant Commander Horace Alfred MAYERS, Royal Navy.
 Captain Terence Gerald McCABE (498382), Royal Army
 Medical Corps.
 23948257 Warrant Officer Class 1 Michael John MCHALE,
 Royal Army Medical Corps.
 Lieutenant Commander Ian Scott McKENZIE, Royal Navy.
 Lieutenant Commander James Murdoch MILNE, Royal Navy.
 Captain (Quartermaster) Norman Edward MENZIES (502339),
 The Parachute Regiment.
 Lieutenant (now Captain) Frederick James MOODY (511319),
 Scots Guards.
 24043575 Warrant Officer Class 2 Derek MOORE, Royal Corps
 of Transport.
 Fleet Chief Marine Engineering Artificer (H) Peter William
 MULLER M977882S.
 Acting Flight Lieutenant Anthony NEALE (1935031), Royal
 Air Force.
 Fleet Chief Petty Officer (Ops)(S) Robert John NICHOLLS
 D185635U.
 Squadron Leader David Miller NIVEN (2614751), Royal Air
 Force.
 Lieutenant David Charles Winston O'CONNELL, Royal Navy.
 Lieutenant Commander Lawrence David POOLE, Royal Navy.
 Lieutenant Brian PURNELL, Royal Navy.

23914840 Warrant Officer Class 1 Robin Glen RANDALL, Corps of Royal Engineers.
 Major (Ordnance Executive Officer) John Moorby RIDDING (485129), Royal Army Ordnance Corps.
 Flight Lieutenant Paul Anthony ROOM (8021305), Royal Air Force.
 Captain Michael Jeremy SHARLAND, Royal Marines.
 Surgeon Lieutenant Commander Philip James SHOULER, Royal Navy.
 Squadron Leader Trevor SITCH (4232327), Royal Air Force.
 H4203106 Master Air Loadmaster Alan David SMITH, Royal Air Force.
 Lieutenant David Fielding SMITH, Royal Navy.
 Lieutenant Commander David John Robert WILMOT-SMITH, Royal Navy.
 Captain Dennis SPARKS, Royal Marines.
 Squadron Leader John Edward STOKES (2591289), Royal Air Force.
 Major John Ronaldson STUART (485841), Royal Corps of Signals.
 Major Michael Gordon TAYLOR (475246), Royal Corps of Signals.
 Lieutenant Commander John Nicholas Owen WILLIAMS, Royal Navy.
 24089630 Warrant Officer Class 2 Philip Michael WILLIAMS, Royal Corps of Transport.
 Major Timothy James WILTON (489235), Royal Regiment of Artillery.
 Major Guy Justin YEOMAN (476101), Royal Corps of Transport.
 23938375 Warrant Officer Class 2 Robert Charles YEOMANS, Royal Corps of Signals.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, London S.W.1
11th October, 1982

The QUEEN has been graciously pleased to approve the award of the British Empire Medal (Military Division) to the undermentioned in recognition of service within the operations in the South Atlantic:

British Empire Medal (Military Division)

Petty Officer Medical Assistant Keith ADAMS, D075775Q.
 Air Engineering Mechanician (R) 1st Class John Leslie BAILEY, D076922L.
 Chief Air Engineering Mechanician (M) Norman Ronald BARWICK, D069748U.
 A1934496 Flight Sergeant John Harry BELL, Royal Air Force.
 Marine Engineering Artificer (H) 1st Class Thomas James BENNETTO, M977952J.
 24166972 Staff Sergeant William Frank BLYTH, Royal Corps of Transport.
 23691584 Staff Sergeant Edward George BRADBURY, Corps of Royal Engineers.
 23925371 Sergeant Roger Joseph BROWN, Corps of Royal Engineers.
 Chief Air Engineering Artificer (R) 1st Class David Martin CHILDS, D082372E.
 Master-at-Arms Anthony Francis COLES, D066890L.
 D1938217 Sergeant James McMillan COLEMAN, Royal Air Force.
 Chief Marine Engineering Mechanician (P) Geoffery Stuart COX, D072827V.
 24108364 Staff Sergeant Michael John DENT, Corps of Royal Engineers.
 Chief Air Engineering Mechanician (L) William David EATON, D059247Q.
 24170435 Staff Sergeant James FENWICK, Corps of Royal Electrical and Mechanical Engineers.
 Air Engineering Artificer (M) 1st Class Stuart John GOODALL, D056111N.
 23876057 Staff Sergeant Robert Leonard GRIFFITHS, Royal Corps of Signals.
 24324061 Corporal Norman John HALL, Corps of Royal Engineers.
 24281411 Sergeant David HARVEY, Royal Army Ordnance Corps.
 23897023 Staff Sergeant Colin Lee HENDERSON, Army Catering Corps.
 Chief Air Engineering Artificer (M) David John HERITIER, D063192F.

24116710 Corporal Graham John HERRINGTON, Royal Pioneer Corps.
 Chief Petty Officer (D) Leonard Brian HEWETT, J912374A.
 24119537 Staff Sergeant John Duncan HOLMES, Royal Army Ordnance Corps.
 24176853 Corporal William Henry HOPKINS, Royal Army Ordnance Corps.
 24581145 Private David John HUNT, Army Catering Corps.
 Chief Petty Officer Caterer John Arthur JACKSON, D065537V.
 Air Engineering Artificer (H) 1st Class David Eric JONES, F977859U.
 J0682351 Flight Sergeant Kenneth KENNY, Royal Air Force.
 T4279043 Chief Technician Thomas Joseph KINSELLA, Royal Air Force.
 Air Engineering Artificer (L) 1st Class Robert Anthony John MASON, D063242M.
 Medical Technician 1st Class Stuart McKINLAY, D122562W.
 Chief Petty Officer Cook Michael Gerald MERCER, D075917F.
 Leading Wren Stores Accountant Jacqueline MITTON, W130277F, Women's Royal Naval Service.
 Chief Wren Education Assistant Anne MONCKTON, W127943S, Women's Royal Naval Service.
 24009518 Sergeant Denis Ronald PASFIELD, Corps of Royal Engineers.
 24085305 Staff Sergeant Paul RAYNER, Corps of Royal Engineers.
 23207700 Staff Sergeant (Acting Warrant Officer Class 2) Malachi REID, Royal Army Medical Corps.
 Air Engineering Artificer (L) 2nd Class Alan John SMITH, D057471S.
 Chief Petty Officer (OPS)(M) Owen Gwyn STOCKHAM, D088444V.
 Air Engineering Artificer (L) 1st Class Roger James Edward STRONG, D062911D.
 24126868 Staff Sergeant Christopher Glyn TAYLOR, Corps of Royal Electrical and Mechanical Engineers.
 Chief Air Engineering Mechanician (L) 1st Class Thomas Lowen TEMPLE, D052301E.
 Leading Wren Dental Hygienist Kim TOMS, W131339G, Women's Royal Naval Service.
 Chief Wren Family Services Barbara Marion TRAVERS W129793X, Women's Royal Naval Service.
 X1937225 Sergeant Peter TUXFORD, Royal Air Force.
 G1960370 Chief Technician Richard Keith VERNON, Royal Air Force.
 G4275084 Sergeant John Charles Vickers, Royal Air Force.
 L8093760 Corporal David John VIVIAN, Royal Air Force.
 Acting Leading Stores Accountant Gerard John WALSH, D151973W.
 Petty Officer (Missile) John James Trevor WATERFIELD, D067303F.
 Petty Officer (Missile) Edward Lee WELLS, D062642R.
 Air Engineering Mechanician (M) 1st Class David John WILLIAMS, D103934E.
 Sergeant Brian WINTER, Royal Marines, P027405X.
 24243347 Corporal (Acting Sergeant) Anthony WORTHINGTON, Corps of Royal Engineers.

MINISTRY OF DEFENCE

Whitehall, London S.W.1
11th October, 1982.

The QUEEN has been graciously pleased to approve the award of the Air Force Cross to the undermentioned in recognition of service within the operations in the South Atlantic:

Air Force Cross

Squadron Leader Arthur Max ROBERTS (608719), Royal Air Force.

MINISTRY OF DEFENCE

Whitehall, London S.W.1
11th October, 1982

The QUEEN has been graciously pleased to approve the award of the Queen's Commendation for Valuable Service in the Air to the undermentioned in recognition of service within the operations in the South Atlantic:

Queen's Commendation for Valuable Service in the Air.

Squadron Leader Timothy Newell ALLEN (2619498), Royal Air Force.

Squadron Leader Anthony Frank BANFIELD (4184573), Royal Air Force.
 Squadron Leader Geoffrey Roger BARRELL (4230442), Royal Air Force.
 Flight Lieutenant Philip BAYER (8024869), Royal Air Force.
 Squadron Leader John Allin BROWN (689215), Royal Air Force.
 Flight Lieutenant Peter Alfred STANDING (8025461), Royal Air Force.
 Squadron Leader (now Wing Commander) Martin Donald TODD (4230987), Royal Air Force.

**CENTRAL CHANCERY OF THE ORDERS
 OF KNIGHTHOOD**

St. James's Palace, London, S.W.1
 11th October, 1982

The QUEEN has been graciously pleased to signify her intention of conferring the Honour of Knighthood upon the undermentioned in recognition of service within the operations in the South Atlantic:

Knight Bachelor

Rex Masterman HUNT, CMG, H.M. Civil Commissioner, Falkland Islands.

**CENTRAL CHANCERY OF THE ORDERS
 OF KNIGHTHOOD**

St. James's Palace, London, S.W.1
 11th October, 1982

The QUEEN has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath in recognition of service within the operations in the South Atlantic:

*Order of the Bath
 (Civil Division)*

C.B.

To be an Additional Member of the Civil Division of the Third Class, or Companion, of the said Most Honourable Order:

Kenneth John PRITCHARD Assistant Under Secretary, Ministry of Defence.

**CENTRAL CHANCERY OF THE ORDERS
 OF KNIGHTHOOD**

St. James's Palace, London, S.W.1
 11th October, 1982

The QUEEN has been graciously pleased to give orders for the following appointment to the Most Distinguished Order of Saint Michael and Saint George in recognition of service within the operations in the South Atlantic:

C.M.G.

To be an Additional Member of the Third Class, or Companion, of the said Most Distinguished Order:

David Heywood ANDERSON, Foreign and Commonwealth Office.

**CENTRAL CHANCERY OF THE ORDERS
 OF KNIGHTHOOD**

St. James's Palace, London, S.W.1
 11th October, 1982

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 service within the operations in the South Atlantic:

*Order of the British Empire
 (Civil Division)*

C.B.E.

To be Additional Commanders of the Civil Division of the said Most Excellent Order:

Captain Donald Arthur ELLERBY, Master, m.v. NORLAND
 Ian McLeod FAIRFIELD, Chairman and Chief Executive, Chemring plc.

Miss Patricia Margaret HUTCHINSON, CMG, H.M. Ambassador, Montevideo.
 Roger Tustin JACKLING, Assistant Secretary, Ministry of Defence.
 Captain Dennis John SCOTT-MASSON, Master, SS. CAN-BERRA.
 Captain John Penny MORTON, Master, m.v. ELK.
 Nigel Hamilton NICHOLLS, Assistant Secretary, Ministry of Defence.
 Eric John RISNESS, Deputy Chief Scientific Officer, Ministry of Defence.
 William Bell SLATER, Managing Director, The Cunard Steam-Ship Company plc.

John Robert Christopher THOMAS, Deputy Chief Scientific Officer, Ministry of Defence.

O.B.E.

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

Peter Derek ADAMS, Principal Scientific Officer, Ministry of Defence.
 Russell George ALGAR, Senior Principal, Ministry of Defence.
 The Reverend Harry BAGNALL, Dean of Christchurch, Falkland Islands.
 Michael John BEYNON, Chief Map Research Officer, Ministry of Defence.
 Alison Ann, Mrs. BLEANEY, Acting Senior Medical Officer, Falkland Islands.
 Margaret Janet, Mrs. BOURNE, Senior Principal Scientific Officer, Ministry of Defence.
 Reginald BUTCHER, Managing Director, Wimpey Marine Ltd.
 David William CHALMERS, Constructor (C), Ministry of Defence.
 Captain William James Christopher CLARKE, Master, m.v. EUROPIIC FERRY.
 Captain Alan FULTON, Master, Cable Ship IRIS.
 Roderick Owen GATES, Executive Director, Aircraft Engineering, Marshall of Cambridge (Engineering) Ltd.
 Andrew John GLASGOW, Projects Director, Marconi Under-water Systems Ltd.
 Edgar James HARVEY, Principal Professional and Technology Officer, Ministry of Defence.
 Stanley Stephen HOLNESS, Senior Principal, Department of Trade.
 Vernon Edward HORSFIELD, Works Manager, Woodford Aircraft Group, British Aerospace plc.
 Christopher HULSE, Foreign and Commonwealth Office.
 Miss Maureen Mary JONES, Foreign and Commonwealth Office.
 Derek LEWIS, Professional and Technology Superintendent, Ministry of Defence.
 Arthur Frederick George MOSS, Divisional Manager, H.M. Dockyard, Gibraltar.
 John Patrick RABY, Projects Director, Humber Graving Dock and Engineering Company Ltd.
 Captain David Michael RUNDLE, Master, m.v. BRITISH WYE.
 Captain Michael John SLACK, Master, m.s. WIMPEY SEA-HORSE.
 The Right Reverend Monsignor Daniel Martin SPRAGGON, M.B.E., Prefect Apostolic, Falkland Islands.
 Raymond Sydney TEE, Principal Professional and Technology Officer (Constructor), Ministry of Defence.
 Peter VARNISH, Principal Scientific Officer, Ministry of Defence.
 Ronald WATSON, Local Director, Quality Assurance, Swan Hunter Shipbuilders Ltd.
 Robert WEATHERBURN, Senior Principal Scientific Officer, Ministry of Defence.
 John Anthony WELDON, Principal Professional and Technology Officer, Ministry of Defence.

M.B.E.

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

Valerie Elizabeth, Mrs. BENNETT, Acting Matron, Stanley Hospital, Falkland Islands.
 Jane Hunter, Mrs. BOLTON, Clerical Officer, Ministry of Defence.

Colin Michael BOYNE, Senior Scientific Officer, Ministry of Defence.

David Laing BREEN, Radar Systems Engineer, Marconi Radar Systems Ltd.

Ronald Arthur BROWN, Marine Services Officer II (Engineer), Ministry of Defence.

Terence James CAREY, Electrical Superintendent, Falkland Islands.

Edgar Dennis CARR, Regional Manager, Southampton, General Council of British Shipping.

Anthony Martin CLEAVER, Photographer, Press Association.

Albert Fredrick George COLLINS, Steelwork Production Manager, Vosper Ship Repairers Ltd.

Arthur John COLLMAN, Professional and Technology Officer II, Ministry of Defence.

Peter Merlyn John COOK, Professional and Technology Officer II, Ministry of Defence.

Frederick Joseph COOPER, Passenger and Cargo Manager's Assistant, British Transport Docks Board, Southampton.

David John CORMICK, Senior Field Engineer, Marconi Space and Defence Systems Ltd.

Richard Arthur DREW, Foreign and Commonwealth Office.

Miss Patricia DURLING, Higher Executive Officer, Ministry of Defence.

Stuart EARNSHAW, Chief Marine Superintendent, Thoresen Car Ferries Ltd.

Miss Mary Georgiana ELPHINSTONE, Volunteer Medical Officer, Falkland Islands.

Miss Rosemary Margaret ELSDON, Senior Nursing Sister, S.S. CANBERRA.

James Robert Rutherford FOX, Radio News Reporter, British Broadcasting Corporation.

John Aubrey FRENCH, Senior Scientific Officer, Ministry of Defence.

Brian Arthur GORRINGE, Catering Manager Grade II, Staff Restaurant, Ministry of Defence.

Eric Miller GOSS, Manager, Goose Green Farm, Falkland Islands.

Michael John Stephen HATTON, Professional and Technology Officer II, Department of Trade.

Miss Sybil Matilda HILL, Clerical Assistant, Department of Trade.

Gerald William Tom HODGE, Professional and Technology Officer II, Ministry of Defence.

William HUNTER, Professional and Technology Officer II, Ministry of Defence.

Ronald Daniel LAWRENCE, Higher Executive Officer, Cabinet Office.

Robert Graham John LLOYD, Assistant Manager, Warehouse and Distribution Services, Navy, Army and Air Force Institutes.

David McALPIN, Flight Trials Engineer, Ferranti plc.

William Robert McQUEEN, Senior Scientific Officer, Meteorological Office.

David MONUMENT, Maintenance Superintendent, P & O Steam Navigation Company.

Thomas Ronald MORSE, Foreign and Commonwealth Office.

Valerie Ann, Mrs. MOTHERSHAW, Executive Officer, Ministry of Defence.

Dawn Barbara Mavis, Mrs. MURRAY, Senior Scientific Officer, Ministry of Defence.

Patricia Margaret, Mrs. NUTBEEM, Chairwoman, 16 Field Ambulance RAMC Wives' Club, Aldershot.

Squadron Leader Thomas James PALMER, R.A.F. (Retd.), Headquarters, United Kingdom Land Forces, Ministry of Defence.

Miss Elizabeth PATTEN, Senior Welfare Officer, St John and Red Cross Service Hospitals Welfare.

Terence John PECK, CPM, Councillor, Legislative Council, Falkland Islands.

Denis PLACE, Water Supervisor, Falkland Islands.

Jonathan Trevor PRICE, Executive Officer, Ministry of Defence.

James Frederick QUIRK, Senior Executive Officer, Royal Naval Supply and Transport Service.

Paul ROBINSON, Higher Scientific Officer, Ministry of Defence.

John Robertson Page RODIGAN, Professional and Technology Officer II, Ministry of Defence.

Kevin William SHACKLETON, Contract Engineer, Ames Crosta Babcock Ltd.

Michael Sydney SHEARS, Production Manager, Vosper Thornycroft (U.K.) Ltd.

Captain Derek SIMS, Senior Cargo Surveyor, Hogg Robinson (G.F.A.) Ltd.

Miss Angela SLAYMAKER, Clerical Officer, Ministry of Defence.

Squadron Leader John Michael SMITH, R.A.F. (Retd.), Senior Operations Manager, Dynamics Group, British Aerospace plc.

Rodney Lorraine START, Senior Executive Officer, Department of Trade.

Angela Elizabeth, Mrs. THORNE, Executive Officer, Ministry of Defence.

John TURNER, Senior Scientific Officer, Meteorological Office.

Patrick James WATTS, Director, Broadcasting Service, Falkland Islands.

Richard Stephen WHITLEY, Veterinary Officer, Falkland Islands.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

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

11th October, 1982

The QUEEN has been graciously pleased to approve the award of the British Empire Medal (Civil Division) to the undermentioned in recognition of service within the operations in the South Atlantic:

British Empire Medal (Civil Division)

Arthur James ALDRED, Process and General Supervisory Grade D, Ministry of Defence.

Malcolm ASHWORTH, Dairyman, Falkland Islands.

Garry BALES, Able Seaman, Tug IRISHMAN.

Irene Ingeborg, Mrs. BARDSLEY, Club Manageress, Excellent Steps, Portsmouth, Navy, Army and Air Force Institutes.

Richard Sidney BARRETT, Chief Steward, Cable Ship IRIS.

Dennis Paul BETTS, Able Seaman, Tug IRISHMAN.

Roy Samuel BLANCHARD, Foreman Shipwright, Vosper Ship Repairers Ltd.

Michael Harfield BOYES, Laboratory Mechanic, Ministry of Defence.

Najla Dorothy, Mrs. BUCKETT, Housewife, Falkland Islands.

Tim DOBBYNS, Farmer, Falkland Islands.

Eric Christopher EMERY, Professional and Technology Officer III, Department of Trade.

Luis ESTELLA, Process and General Supervisory Grade E., H.M. Dockyard, Gibraltar.

James Stephen FAIRFIELD, Lately Corporal, Royal Marines, Falkland Islands.

Robert James FORD, Senior Storeman, Ministry of Defence.

James Anderson GOLDIE, Stores Officer Grade C, Royal Fleet Auxiliary RESOURCE.

Leslie Sidney HARRIS, Senior Electrician, Falkland Islands.

Ronald John HATCH, Marine Services Officer IV (Deck), Ministry of Defence.

John HAYWOOD, Progressman Planner Technical (Shipwright), Ministry of Defence.

Jack JOHNSTON, Senior Storekeeper, Royal Fleet Auxiliary FORT AUSTIN.

James Frederick JONES, Professional and Technology Officer III, Ministry of Defence.

Bernard ORAM-JONES, Shipwright, Ministry of Defence.

Brian John JOSHUA, Catering Manager, Pan American Airways, United States Air Force Base, Ascension Island.

KANG, Shik-Ming, Laundryman, H.M.S. BRILLIANT.

Gordon James LANE, Laboratory Mechanic, Ministry of Defence.

Alan John LEONARD, Chief Cook, S.S. ATLANTIC CAUSEWAY.

Joseph Anthony LYNCH, Stores Officer Grade C, Ministry of Defence.

Paul McEWAN, Stores Officer Grade C, Royal Fleet Auxiliary REGENT.

Michael McKay, Farmer, Falkland Islands.

Philip MILLER, Tractor Driver, Falkland Islands.

Edwin George MORGAN, Professional and Technology Officer III, Ministry of Defence.

Andrew James Graham NISBET, Professional and Technology Officer III, Ministry of Defence.

Hilda Blanche, Mrs. PERRY, Telephone Superintendent, Falkland Islands.

Peter Richard PETERSON, Mechanical Fitter, David Brown Gear Industries.

Raymond Arthur ROBOHNS, Superintendent, Experimental Flight Shed, Westland Helicopters.

Derek Robert Thomas ROZEE, Plumber, Falkland Islands.

Ellis Walton SAMPSON, Stores Officer Grade C, Ministry of Defence.

Victor SEOGALUTZE, Assistant Chief Inspector, Bridport Gundry p.l.c.

David Albert SMERDON, Professional and Technology Officer IV, Ministry of Defence.

Vernon STEEN, Guide, Falkland Islands.

SUEN, Ling-Kan, Laundryman, H.M.S. ANTRIM.

Donald Victor THREADGOLD, Telecommunications Technical Officer Grade II, Ministry of Defence.

Miss Karen Lois TIMBERLAKE, Nursing Sister, Falkland Islands.

Roland TODD, Professional and Technology Officer III, Ministry of Defence.

Frank John TOUGH, Professional and Technology Officer III, Ministry of Defence.

Eileen, Mrs. VIDAL, Radio Telephonist, Falkland Islands.

Miss Bronwen Vaughan WILLIAMS, Nursing Sister, Falkland Islands.

Colin Walter WILSON, Foreman, Repair Support Area, Marconi Radar Systems.

Christopher John WINDER, Professional and Technology Officer III, Ministry of Defence.

ISBN 0 11 659134 X

ISSN 0261-8575

Printed in England for Her Majesty's Stationery Office by Bemrose Printing, Confidential & Information Products, Derby

Price £3.85 net

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