

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.