

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.