

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.