

D.S.C.

Lieutenant Commander David Lionel Harold
LIVINGSTONE, Royal Navy.

Livingstone qualified as a pilot in 1983 and joined HMS *Gloucester* as Flight Commander in March 1990. In August of the same year he sailed with the ship for Operation Granby.

On arrival in the Persian Gulf in September 1990, Livingstone was a leading participant, with United States Navy ships and aircrew, in developing joint procedures and tactics for use against Iraqi surface units. These concepts established effective co-ordinated helicopter operations within the North Persian Gulf and were instrumental in the success of the Battle of Bubiyan Island on 30 and 31 January when a substantial part of the Iraqi navy was destroyed.

From September to the end of hostilities in March, Livingstone flew 360 hours in support of naval operations, with 200 hours flown in January and February alone. He was involved in nine boarding operations, the destruction of seven enemy surface craft and the location of two mines. During these missions, he came under fire from Surface to Air Missile/Anti-Aircraft Artillery/shipborne weapons on three separate occasions. On 30 January, he flew four sorties in nine hours close to the enemy coastline and attacked two TNC 45 patrol craft and a T 43 minesweeper, at a range of 120 miles from *Gloucester*. Despite anti-aircraft fire, he engaged the enemy ships with consummate skill and determination. The majority of his sorties were close to enemy positions and often within ten miles of the Kuwaiti and Iraqi coastlines.

Throughout, Livingstone has shown professional skills, enthusiasm and courage of the highest order. Always fully aware of the risks involved, he pressed home engagements against enemy ships to ensure that they were neutralised as a fighting force. His active participation in the Battle of Bubiyan Island resulted in the destruction of a substantial part of Iraq's surface combatants, including three Exocet capable TNC 45 patrol craft which posed a major threat to allied warships. Livingstone was a major contributor to the allied effort to attain naval surface supremacy.

D.S.C.

Lieutenant Stephen Michael MARSHALL,
Royal Navy.

Marshall flew from the United Kingdom to the Arabian Gulf on 29 December 1990, having received eight hours' notice to gather Fleet Diving Unit A (FDU A), of which he is the Officer in Charge, pack the required stores and depart for the airhead. Setting up his Unit at Jebel Ali he organised his men's training for Explosive Ordnance Disposal (EOD) work and supervised the checking of all RN and RFA ships' underwater fittings as they arrived in theatre.

On 24 January 1991, FDU A embarked in RFA *Sir Galahad* and Marshall took part in the planning for, and trained his Unit for, possible amphibious operations in the Northern Arabian Gulf. During Operation Desert Slash he led FDU A with selflessness and great personal courage, resolutely guiding his men in countermining operations against buoyant and floating mines and supervising protracted dives on ground mines to bring them to the surface for exploitation. He showed conspicuous leadership by

putting himself at the forefront of the action on many occasions and, in particular, deploying twice from helicopters to place charges on live buoyant mines. Not content to allow anyone to stand into danger before himself, he tirelessly flew on numerous helicopter sorties as the supervisor of his EOD team to search for mines, frequently within ten miles of the enemy coast.

Moving ashore to Mina Ash Shuaybah on 5 March, he supervised the setting up of a base camp. Having co-ordinated plans with American and Australian Units, Marshall led FDU A in searching the harbours and environs of this port, Mina Ash Shuwaykh (Kuwait City) and Faylakah Island, rendering safe unstable live ordnance, beached mines, booby traps and Improvised Explosive Devices, clearing buildings and oil tankers of ordnance and taking on the gruesome task of recovering the bodies of dead Iraqi soldiers and Kuwaitis. Often these jobs required him and his Unit to first reach the scene through areas of anti-personnel mines and barbed wire. Throughout this extremely dangerous operation he showed a calm professionalism and dynamic leadership rarely seen in one of his years, and insisted on taking a fully active part in every aspect of the work.

The conditions under which FDU A operated were atrocious. With no infrastructure ashore the men subsisted in cargo containers on a jetty with no light, sanitation or potable water, in an atmosphere heavy with acrid smoke and toxic fumes from the oilfield fires burning inland, and diving in water with zero visibility due to the thick oil pollution. All the time they were at risk from random gunfire from uncontrolled factions of the local population. That his Unit's morale remained at a consistently buoyant level and that EOD operations were conducted in an eminently professional manner in the face of such adversity is entirely thanks to Marshall's outstanding leadership and remarkable man-management.

D.S.C.

Lieutenant Phillip David NEEDHAM,
Royal Navy.

Lieutenant Needham was Flight Commander throughout Operation Granby. He played a major role liaising with the United States Navy to develop Allied helicopter tactics for the Northern Gulf. He was also the first to capitalise successfully upon this work when on 29 January 1991 under the direction of a United States Navy helicopter he destroyed a Spasilac Class Landing Craft (Utility). Flying within one mile of the coast under sustained Anti-Aircraft fire he identified the contact but had to break off the attack for lack of fuel. Despite the gunfire he boldly returned to the same area and successfully pressed home his attack, causing the first sinking by a Royal Navy unit in the conflict.

A further series of attacks were conducted over the following days resulting in the destruction of one TNC 45 Fast Attack Craft, one T 43 Minelayer and two Zhuk Patrol Craft. The final attack was particularly demanding. Launched from extended alert in the middle of the night Needham had difficulty ensuring a hit on a patrol craft with Sea Skua in the presence of background radar contacts; in consequence, the initial missile attack was inconclusive. However, concerned that the contact might escape, he calmly conducted a further four approaches to determine the best attack heading whilst drawing increasingly severe Anti-Aircraft fire from an occupied Kuwaiti island.