



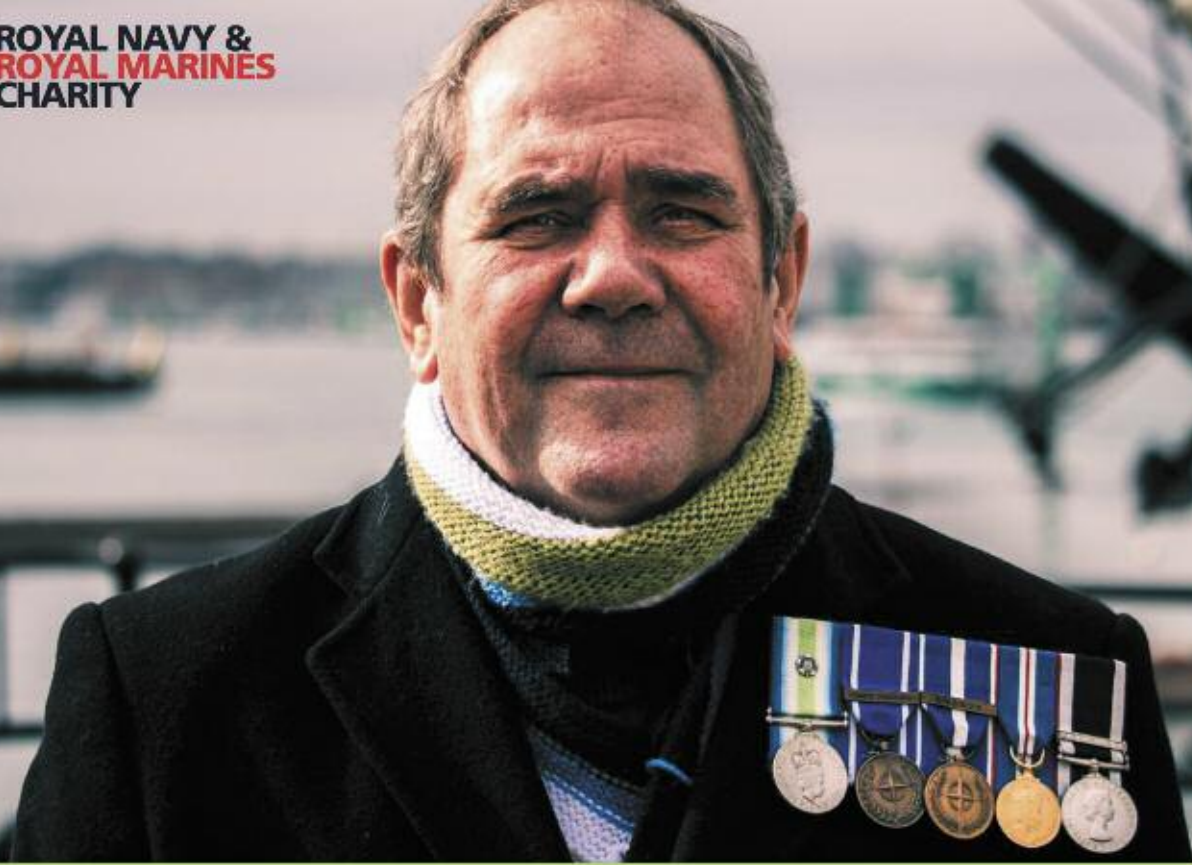
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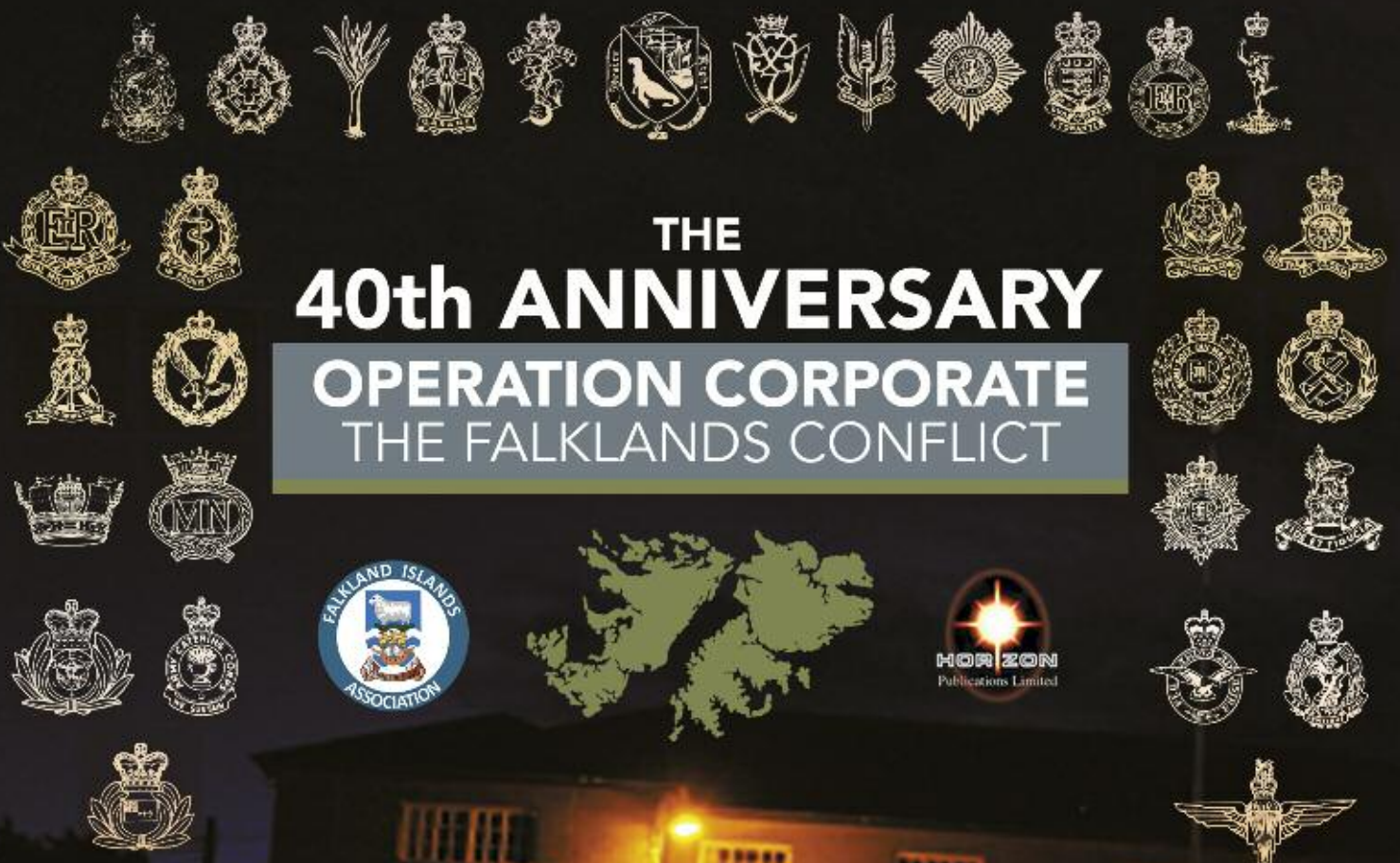
Dedicated to the 1982
Task Force and to the
Falkland Islanders

'Forward at Forty'

40TH ANNIVERSARY
THE FALKLANDS
CONFLICT

IN MEMORY OF
THOSE WHO
LIBERATED US

14 JUNE 1982



THE
40th ANNIVERSARY
OPERATION CORPORATE
 THE FALKLANDS CONFLICT



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Welcome from the Editor **Tony Talbott**



266 Signal Squadron SA

On 14 June 2022, we shall mark the 40th anniversary of the liberation of the Falkland Islands. It will be a time for commemoration, for honouring the sacrifice of those who fell on both sides, and for acknowledging the courage and perseverance of all those, military and civilian alike, who helped to restore the Falkland Islands to democratic government and returned to the islanders the freedom to determine their own future.

For the islanders, it will be a time to express gratitude for their deliverance and for the reconstruction assistance that helped to put the islands back to rights. But Falkland Islanders will want also to show how the islands have developed, economically, socially and politically, since 1982. This is now a vibrant, thriving community of hard-working, self-reliant, self-governing people, who pay their own way, relying on the UK Government only for the islands' defence.

The islanders have every right to be proud of their achievements since 1982 but they know that their success has been built on the sheer guts and determination and the very real professionalism of those members of the British Armed Forces and others, who took part in and supported Operation Corporate and its aftermath. I know that the veterans who return to the Falklands are assured that the effort and sacrifice was worthwhile.

Two hundred and fifty five servicemen, as well as three Falkland Islanders, gave their lives during the conflict. Many of those who returned received mental or physical injuries that have stayed with them. It is principally these men and women and their families whom we remember this summer.

Thank you to everyone who contributed to and made this publication possible. Thank you for your time, generosity and support.

The Editor, Tony Talbott, Royal Corps of Signals (Retd)
April 2022



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CHRONOLOGY

APRIL

- 2 April Argentine Forces occupy the Falkland islands.
- 3 April Debate in House of Commons. UN Resolution 502. Argentine forces take South Georgia
- 5 April Lord Carrington, Humphrey Atkins and Richard Luce resign. Ships of the Royal Navy, including the aircraft carriers HMS Hermes and HMS Invincible, leave UK.
- 8 April US Ambassador Haig arrives in London to begin his diplomatic 'shuttle' between the nations.
- 9 April Haig arrives in Buenos Aires.
- 10 April EEC declares sanctions against Argentina.
- 12 April Britain declares maritime exclusion zone 200 miles around Falklands.
- 19 April EEC foreign ministers declare support for Britain.
- 23 April Britain warns Argentina that any warship or military aircraft representing a threat to the task force would be dealt with accordingly.
- 25 April South Georgia recaptured, Argentine submarine Santa Fe damaged.
- 29 April Argentina rejects Haig's peace proposals.
- 30 April Britain declares total exclusion zone. US announces support for Britain.

MAY

- 1 May First British attacks.
- 2 May Argentine cruiser General Belgrano sunk.
- 4 May HMS Sheffield hit by Exocet missile.
- 7 May British Government warns Argentina that any warships or military aircraft more than 12 miles from Argentine coast could be regarded as hostile. UN Secretary-General begins talks with Britain and Argentina.
- 14/15 May SAS raid on Pebble Island supported by naval gunfire.



1982-2022



16 May	Final British proposals worked out.
17 May	Proposals sent to Argentina.
18 May	Argentine government rejects British proposals.
20 May	UN Secretary-General admits failure of UN talks.
21 May	Beachhead established at San Carlos. HMS Ardent sunk, fifteen Argentine planes shot down.
23 May	HMS Antelope damaged (explodes and sinks next day). Seven more Argentine aircraft shot down.
25 May	HMS Coventry sunk by air attack and container ship Atlantic Conveyor destroyed by Exocet missile.
27 May	British Forces move forwards to Teal Inlet and Mount Kent.
28 May	British victory at Battle of Goose Green.

JUNE

1 June	5 Infantry Brigade arrive at San Carlos.
4 June	Britain and USA veto UN call for immediate cease-fire.
8 June	Royal Fleet Auxiliaries Sir Galahad and Sir Tristram bombed at Fitzroy.
11/12 June	Mount Harriet, Two Sisters and Mount Longdon taken by British forces. HMS Glamorgan hit by land-launched Exocet.
13/14 June	Tumbledown Mountain, Wireless Ridge and Mount William taken by British forces.
14 June	General Menéndez surrenders to Major-General Jeremy Moore
17 June	General Galtieri resigns.
20 June	Southern Thule retaken. EEC lifts economic sanctions against Argentina.
22 June	General Bignone replaces General Galtieri.
25 June	Governor Rex Hunt returns to Port Stanley.
26 July	Ceremony of thanksgiving at St. Pauls in London.



WINDSOR CASTLE

MESSAGE FROM
HER MAJESTY QUEEN ELIZABETH II



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On this Fortieth Anniversary of the Falklands Conflict I send my warm thanks to all those associated with the Falklands 40 Anniversary Commemoration Journal for their loyal greetings.

I am certain that this publication will allow readers the opportunity to reflect on the selfless dedication of the men and women who served in the Conflict and the sacrifices which were made to ensure the freedom of the people of the Falkland Islands.

I send my best wishes to all Members of the 1982 British Task Force and to the Falkland Islanders.

ELIZABETH R.

2022





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message from

The Rt Hon Boris Johnson MP

Prime Minister, Minister for the Civil Service and First Lord of the Treasury

On this, the 40th Anniversary of the Falklands Conflict, we commemorate all those brave souls who lost their lives in the conflict.

I would like to thank the members of the British Task Force and their families for their service and sacrifice in liberating the Falkland Islands. I would also like to thank the Falkland Islanders for their own sacrifice and assistance to the liberating forces forty years ago.

Our relationship with the Falkland Islands continues to be based on partnership, shared values, and the right of the people of the Islands to determine their own future. We will continue to work tirelessly to defend this right.

The Rt Hon Boris Johnson MP
June 2022



The Falkland Islands Company

We are proud to support the 40th Anniversary

Operations in the Falkland Islands date back over 160 years to 1852 when the Falkland Islands Company was granted its Royal Charter. From its early days as a major landowner and sheep farmer, controlling almost half the land area of the islands, the Company has steadily widened its activities to provide a broad range of essential services to the people of the Falklands. The islands now have a population of around 3,000, with over 72,000 tourists visiting the islands in 2018.

The company's main areas of activity embrace retailing (including food, clothing, electrical goods, home furnishings, gifts and DIY), residential and commercial property, the sale and hire of 4x4 vehicles, travel services, including flight bookings, airport transfers and luxury coach and walking tours for tourists, insurance, agency services for cruise ships and fishing vessels, and the provision of freight and shipping services to and from the islands. Another major part of company is construction and civil works.

The Falkland Islands Company and Falkland Island Shipping are wholly-owned subsidiaries of FIH Group plc, a publicly-owned company quoted on the AIM market in London.





message from

Admiral Sir Tony Radakin KCB ADC

Chief of the Defence Staff

"We can recover the islands and we must...Because if we do not, or if we pussyfoot in our actions and do not achieve complete success, in another few months we shall be living in a different country whose word counts for little." Admiral Sir Henry Leach, First Sea Lord 1982.

For many people the Falklands War still seems like yesterday. I vividly remember rushing home from school each evening to hear the latest news from the South Atlantic; and then standing with the crowds on the jetty in Portsmouth waving a homemade banner to welcome my brother, a radio operator in HMS Hermes, safely back.

Even now, it is remarkable to reflect on the extraordinary events of those one hundred days, from the herculean efforts the dockyard workers who readied the Task Group and the near-disaster on Fortuna Glacier, all the way through to the San Carlos landings and the final, epic, yomp toward Stanley. But it's also easy to forget that the outcome was far from certain. Many of Mrs Thatcher's Cabinet, haunted by their experience of Suez, had grave doubts: the distance was too great – the risks too high.

Across heavy seas and frozen peaks, the British Armed Forces proved they had the mettle to fight in the most testing circumstances, and to triumph against the greatest odds. If the 1970s had been a decade of industrial strife and self-doubt, then the Falklands conflict put the Great back into Great Britain; but more than that, it added much-needed impetus back into the Western alliance as the Cold War reached its zenith.

The Falklands conflict was never just about the islands. It was about the right of a people to choose their own destiny; it was about our self-belief as a nation; our willingness to stand up to bullies and to defend our democratic values. These values – sovereignty, self-determination and the rule of law – are still at stake today. As recent events in Eastern Europe demonstrate we must never take them for granted. So on behalf of today's servicemen and women I would like to offer my profound thanks to the veterans of the South Atlantic, and their families. We will never forget what you achieved, or the sacrifice of those who didn't return; and your example will guide us for generations to come.

Admiral Sir Tony Radakin KCB ADC. March 2022.



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message from

His Excellency Mr Nigel J Phillips CBE RAF (Retd)

Governor, Falkland Islands

Her Majesty's Commissioner South Georgia & the South Sandwich Islands

From the Sea - Freedom. The starkness of this simple motto captures a noble moment in the history of Britannia and her desire to defend the right of Falkland Islanders to exercise self-determination.

Forty years ago the government of the United Kingdom gave instruction for the formation of a task force to regain the Falkland Islands and the even more remote territory of South Georgia and the South Sandwich Islands. The men and women of Operations CORPORATE and PARAQUET faced a daunting mission; to travel over 8000 miles and dislodge a well-established opponent. Indeed, on land, at sea, and in the air, nature provided challenges just as formidable as anything man could contrive. All were overcome.

Falkland Islanders have honoured the the sacrifice of those who fought. Today the Islands are a model of progress, with medical, social and education services that offer the opportunity to carve a life replete with potential. It is fitting therefore that Falkland Islanders have chosen as the motto of the 40th commemorations: 'Forward at Forty'.

Whilst the operations in the South West Atlantic of 1982 may have been a rarity in the modern age, a decisive outcome in the execution of the skill at arms, it did not come without cost. We remember the heroes who paid their last full measure and those who to this day live with the profound impact of war upon their lives. The veterans who fought for the freedom of these Islands will be forever welcome, as are their families. Let me take this opportunity both to encourage you to experience that welcome in person and to add my gratitude for those who gave so much.

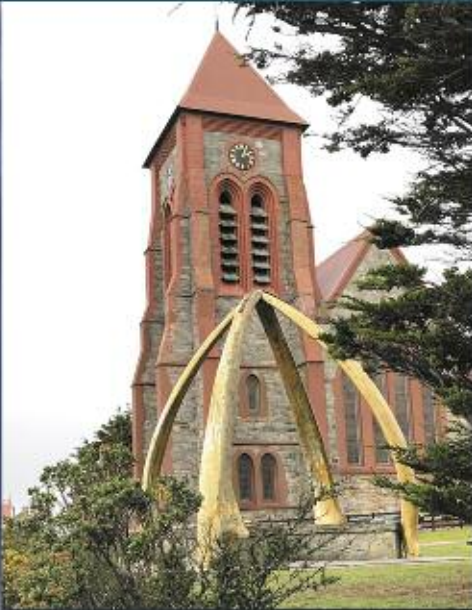
His Excellency Mr Nigel J Phillips CBE RAF (Retd)

2022



The Falkland Islands Association

Supporting the right of Falkland Islanders to decide their own future



In 1982, Argentina invaded the Falklands. British Armed Forces saved the Falkland Islanders from annexation by an Argentine state that paid little heed to their human rights.

Even now, Argentina pursues its sovereignty claim, ignoring the Islanders despite the 2013 referendum that showed the Falkland Islanders' overwhelming desire to remain a British Overseas Territory.

The Falkland Islands Association (FIA) believes strongly that Falkland Islanders should be free to decide their own political future. We are committed to support their right to self-determination as protected by the UN Charter.

Through our twice yearly Newsletter and our website, we show how the Falkland Islands have developed since 1982 and, through research, we present historical facts fairly.

Above all, we seek to maintain a world-wide membership of people who love the Falklands and who are prepared to raise their voices whenever the Islanders' right to self-determination is challenged – an ever-present threat whilst Argentina maintains its sovereignty claim. If you share this commitment, please join us, either on-line at www.fiassociation.com or by e-mailing our Membership Secretary on membershipsec@fiassociation.com.





BATTLE OF GRYTVIKEN

A personal account by Keith Mills

On 31 March 1982, HMS Endurance's Royal Marines detachment supported by 9 marines from NP8901 and under the command of 22 year old Acting Lieutenant Keith Mills, landed at King Edward Point (KEP), South Georgia. He had been given 3 specific orders; to maintain a British presence on the island, to protect the resident British Antarctic Survey (BAS) personnel in the event of an emergency; to monitor the activities of the illegally landed Argentines at nearby Leith. As an Argentine invasion was still considered unlikely, even at this late stage, he was issued with no Rules of Engagement (ROE) other than the standard "Yellow Card" rules used in Northern Ireland at the time. Furthermore, he was to maintain radio silence between himself and Endurance and he was not allowed to inform the BAS personnel of Endurance's return to the Falklands or of the possible seriousness of the impending situation.

The following day, the Detachment commenced adventure training activities whilst the BAS personnel went about their normal business. That evening, after dinner, one of the scientists decided to tune the radio to obtain Falkland Islands Radio hosted by local DJ, Patrick Watts. After listening to several records the mood changed abruptly when Watts suddenly interrupted his programme to announce a newflash. The situation between the UK and Argentina had worsened considerably in the last few hours and an invasion was now likely. Mills and his Detachment Sergeant Major, Sgt Pete Leach, remained glued to the radio awaiting further information. Just after midnight the Governor, Rex Hunt declared a State of Emergency and just before daybreak the first reports of a full scale invasion began to come through before, suddenly, all transmissions ceased. Mills immediately stood the Detachment to and all 22 of them lay outside in a Force 10 gale waiting for an invasion that was not to materialise that day.

At about 0800hrs, an Argentine naval ship, Bahia Paraiso, entered Cumberland East Bay. Fortunately, weather conditions were too extreme for her to be able to launch helicopters or boats so instead she made radio contact with the BAS personnel via maritime channel 16. She informed them that she would be returning again the following day with a very important message for them and that they should continue to monitor channel 16. Having passed her message, she departed.

KING EDWARD POINT

Mills then made a quick appreciation of the situation they were in. It was obvious to him that following their invasion of the Falklands, the Argentines would want to occupy South Georgia too. However, with limited resources he did not have capability to defend the entire island against an Argentine assault. He decided instead to try and defend KEP, the main British base on the island and the location where the Union Flag flew.

Assault, he believed, would come from the landing craft on board the Bahia Paraiso either landing on the foreshore of KEP or the jetty at the end of KEP. To this end, he ordered that both be mined with improvised explosive devices (IED). He then set about preparing his defensive position and his marines began to dig in.

BREAK RADIO SILENCE

Knowing that they did not have the resources to repel a prolonged or subsequent assaults, Mills ordered that all heavy and non essential equipment be loaded on one of the BAS tractors and dumped some 2km to the rear of Grytviken towards Maiviken. This would aid a speedy withdrawal and be of use in future operations. At the same time, due to the extreme change in circumstances, Mills decided to break radio silence and send a coded message to Endurance. His message read, "The Argentines have made radio contact with us and intend to do the same tomorrow. What are our instructions?" The message was deliberately brief due the complexities of the code being used. Whilst awaiting a reply, Mills and Leach continued to supervise the defensive preparations. All BAS personnel were evacuated to the nearby disused old whalers church in Grytviken for their own safety. Several hours later, Mills received his long awaited reply. It read, "When the Argentines attempt to make contact with you are not to cooperate". Mills was frustrated by the response as it did not give him the clear direction he now required. He rattled off a quick reply which read, "Your last message is ambiguous. Please clarify". He informed Leach of his concerns, but together, in the absence of further information, they decided to continue with the original plan. As the day went by, information was gleaned from the BBC World Service that Argentine occupation of the Falklands had become a reality. It was also stated that all British military and government personnel were in the process of being repatriated to UK as a matter of haste.



TIME WAS NOT ON MILLS'S SIDE

In the early hours of the next morning Mills received his response. It was to the point, "When asked to surrender, you are not to do so". Mills then briefed his men who were ecstatic at being given the opportunity to fight, as many had believed the politicians may have thought the time for fighting was over. Barely had Mills finished briefing his men when another message arrived. It read, "The OCRM is not repeat not to take any action which may endanger life". The last order appeared to contradict the previous but, again having consulted Leach, decided to pursue the original plan. Regardless, time was not now on Mills's side. The Bahia Paraiso appeared again and the Argentines made an announcement on channel 16, "Following our successful reoccupation of the Malvinas, the Governor, Rex Hunt, has surrendered the Malvinas, South Georgia and the British Antarctic Dependencies. A ceasefire is now in force and as part of this agreement we have come to occupy South Georgia. All British personnel are to gather on the beach for repatriation to the UK". Mills pretended that the message was unclear due to interference and asked the Argentines to repeat their message on Long Wave which they duly did. The significance of this was that Endurance and the other BAS bases in Antarctica could now all be party to the conversation.

THE FALKLANDS HAD BEEN LOST

A large part of the message appeared to be true as Mills had already heard via the BBC World Service that the Falklands had been lost and that British officials were in the process of being repatriated to UK. What he could not accept, however, was that the Governor would have surrendered South Georgia and the Dependencies as part of any deal. Furthermore, he had orders to "not surrender when asked to do so" but these orders appeared to be contradicted by later ones that stated he was

not to take any action which may endanger life. He was confused and decided to play for time in the hope that he would receive clarification from his superiors. He replied (on Long Wave again) that the Argentines instructions appeared to contradict those received by him and asked for time to clarify his position with his superiors. The Argentines replied, "Yes, you can have 10 minutes". Mills knew that this would be inadequate and Argentine helicopters had already begun buzzing KEP. In a further effort to stall for time Mills then announced to the Argentines that "there is a military force on the island and any attempt to land before clarification has been received will be met with force".

DETERRING THE ARGENTINES FROM LANDING

The Argentines appeared to ignore this warning as almost immediately an Argentine corvette sailed into Cumberland Bay. She was the Geurrico, a corvette armed with a 100mm gun on her bow, a 40mm gun aft and four side mounted Exocet missiles. She appeared to be heading for the jetty at the end of KEP. Mills, accompanied by Marine Daniels (his Assault Engineer) decided to go to the jetty himself in the hope of deterring the Argentines from landing. If he failed to do so, Daniels had orders to detonate the explosives attached to the underside of the jetty. However, instead of attempting to come alongside the Geurrico rec'd the harbour and once she had ascertained that Endurance was nowhere to be seen she turned about and slowly started heading back out to sea. So distracted had Mills and Daniels been following the corvette's path, neither had seen the Alouette helicopter approaching until it was landing only yards from their position.

FULLY ARMED BRITISH SOLDIER

Argentine marines immediately began to deplane. Even at this late stage, due the uncertainty of his orders, Mills was still keen to negotiate their peaceful withdrawal, if at all possible. He raised

his right arm in attempt to gain their attention. The first two failed to see him but the third stood shell shocked at the unexpected sight of a fully armed British soldier. He drew the attention of Mills to the marine following him, who immediately brought his rifle to bear in Mills's direction. At this point Mills decided that discretion was the better part of valour and both he and Daniels hard targeted their way back to their main defensive position some 250m away. By the time they got back to their trenches, a second helicopter was approaching. It was a Puma and behind the air gunner in the door, Mills could clearly see that she was fully laden with Argentine marines. The Puma hovered as she prepared to land on the helicopter landing site, just 100m from his main position. Mills knew that he could not allow the helicopter to land and immediately gave the order to open fire. The noise was incredible as the entire Detachment began to unload on the helpless Puma. At such close range it was impossible to miss, but unfortunately, everyone aimed at the perceived threat, ie. the marines in the back. No one thought to shoot the pilots or the engine, which would have been more effective.

MILLS GAVE THE ORDER TO FIRE

Consequently, by some very skillful flying, the pilot managed to turn the aircraft around and, with thick black smoke billowing from it's engines, managed to fly the aircraft the thousand metres or so across the bay before crashing on the far side. In response the Guerrico, which was by now some 2-3km away, turned about and immediately began slowly heading back towards KEP all guns blazing. The warship looked very impressive on her approach, but Mills quickly realised that, with her main gun in an almost horizontal position, her fire was almost ineffective

against his dug in marines. Furthermore, as the seconds ticked by, she was getting closer and closer to their position. Mills gave the order to cease fire and for his marines to prepare their anti-tank rockets. He was hoping that by not being under fire, the Argentines would be lulled into bringing the warship into a position at the narrowest point between KEP and a rock outcrop called Hobart Rocks at the mouth of the cove. If the Geurricco reached that point she would not have enough space to manoeuvre and she would be on the limit of the range of the Detachment's small arms. Minutes ticked by as the Geurricco edged closer, all the time raining heavy, but ineffective fire on the British position. Finally, she reached the critical point and Mills gave the order to fire. The noise was deafening as the Detachment's one and only 84mm Carl Gustav launcher roared. The missile flew towards the Geurricco but appeared to drop just short of its target. However, by a fluke of luck, it ricocheted from the calm waters of the bay and struck the Geurricco amidships just above the waterline blowing a gaping hole in her side. Several 66mm rockets were also launched with most falling well short of their intended target due to the extreme range. Fortuitously, the one that did strike its target hit the 100mm gun housing on the foredeck causing it to cease firing.

THE GEURRICCO'S GUNS FELL SILENT

Concurrently, at a range of almost 1,800m, Mne Parsons managed to pick off the entire aft gun crew from behind their protective screen using his LMG. The Geurricco's guns fell silent as Mills's men unloaded as much ordnance into her starboard side as time would allow. Sgt Leach was

keeping himself busy (and the ship's command) by firing his sniper's rifle into the ship's bridge! Suddenly, the firing stopped as the Geurricco left the Detachments view and took temporary refuge behind the buildings at the end of KEP. When she reappeared a few moments later, heading back out to sea, she did so at great haste. Mills's men did not need a second invitation as they brought all weapons available to bear on the warship's port side. Due to the ship's increased speed, the window of opportunity was much shorter on this occasion but long enough for another 84mm rocket to find its target, this time adjacent to one of the Exocet launchers. Eventually, the Geurricco reached a point where she was beyond the range of the Detachment's small arms and began to take up a position some 3-4km offshore.

ELEVATED BRITISH POSITION

The Argentines from the Alouette that had originally been landed at the end of KEP now began to make their move. They had realised that the slightly elevated British position afforded them the opportunity to move, in what they thought was dead ground, to a position from which they could assault. However, Mills had foreseen this threat and had placed a GPMG position in a position at the end of the beach covering this dead ground. Once most of the Argentines were in his sights Mne "Brasso" Hare opened fire, sending the survivors scurrying back to the cover of the buildings at the end of KEP. Whilst all this was happening, the Argentines were using their remaining helicopters to ferry troops to the far side of Cumberland East Bay and these troops were moving slowly by foot towards Grytviken. Mills knew it would be only a matter of time before his escape route was cut off. To make

things worse, the Geurricco had managed to get her main armament working again and 100mm shells began to rain down on their position, this time from a high angle making their fire much more effective.

UNPALATABLE CHOICE TO SURRENDER

Time was running out for Mills. Cpl Peters had been injured in the firefight and Mills knew it would only be a matter of time before he would be joined by others. His escape route was now blocked by Argentine troops in Grytviken and it would now be impossible for them to be reunited with their pre-dumped supplies. Also, there were no more Argentine troops within range of the Detachment's small arms whilst they, in turn, were still under fire from the enemy's longer range weapons. Finally, he knew there would be no cavalry riding over the horizon to save them on this occasion. There was only one decision to be made and that was the unpalatable choice to surrender before any more of his men were killed or injured. Mills took satisfaction from knowing that he and his men had inflicted heavy materiel and personnel damage on the enemy and that he had not "surrendered when asked to do so". The Argentines treated the captive British marines in an exemplary manner and three weeks later the Detachment were repatriated to the UK. Mills and Leach were later to receive the Distinguished Service Cross and Distinguished Service Medal respectively for their parts in the action with an additional four of his Detachment being given further awards for gallantry. It was the first time in history that shoulder launched antitank missiles had ever been used against a warship.

SHACKLETON 100

GRYTVIKEN, SOUTH GEORGIA

Shackleton set sail from Plymouth on the 8th August 1914. Encountering awful weather, the Endurance became stuck in the ice floes and pack ice before sinking in November 2015. With no chance of rescue or raising the alarm, Shackleton planned a daring and dangerous rescue to sail in a lifeboat to South Georgia and reach a whaling station.

With four other crew they launched the James Caird into the treacherous seas of the Antarctic and against all the odds they reached South Georgia. Then having to trek across mountain ranges to the other side of the island they finally reached help on 20th May 1916 before rescuing the rest of the crew on 30th August. Not a single man had died, almost two years abandoned in the most inhospitable place on earth, they all survived with Ernest Shackleton as their leader.

In September 1921 Shackleton embarked on another expedition to Antarctica on the ship Quest. Whilst in South Georgia Shackleton suffered a fatal heart attack and died on 5 January 1922. He was buried in the Grytviken cemetery in South Georgia.

Sir Ernest Shackleton remains one of the greatest leaders and inspirational explorers in history.



Image Copyright © Oliver Prince

THE SOUTH GEORGIA ASSOCIATION

Welcomes new members

The South Georgia Association was formed in 2001 to give voice to those who care for South Georgia. The SGA aims to encourage interest and concern for the island, and promote the conservation of its natural history and cultural heritage; and to encourage contact and fellowship amongst those who have worked in and around South Georgia, who have visited or are interested in the island.

We have approx. 250 members from all walks of life, those who have lived and worked on the island, visitors from cruise ships and climbing expeditions, ex-whalers, and government employees.

Pre 2020 we have generally held 2 to 3 meetings around the UK every year. For the last 18 months we have held a series of online talks that have proved very successful with several hundred people attending.

Please visit our website at southgeorgiaassociation.org to find out more, and where the online talks can be viewed along with past issues of the SGA newsletter - plus details of how to join!

South
Georgia
Association



40th ANNIVERSARY FALKLANDS WAR A MILESTONE...

*by The Honourable Leona Roberts MLA on behalf of the
Members of the Legislative Assembly of the Falkland Islands*

The 40th anniversary of the Falklands war is an important milestone for our community, our veterans and the families of those who lost their lives in the heroic campaign to restore freedom to our Islands following the illegal and unjustifiable invasion by Argentine forces on April 2nd.

This will be a year filled with reflection, when we give heartfelt thanks for the sacrifices made for us – through a series of events both in the Falklands and internationally, we will pay our respects to the fallen, their families and share our love with our veterans and those who still bear the scars of war.

The debt we as Falkland Islanders feel that we owe can never truly be repaid, but we have sought to give tribute in the only way possible – by building a country that is strong and prosperous, committed to democracy, progress and inclusivity. We hear frequently from returning veterans and families how much they value seeing this development, how it helps to know what has grown from the opportunity that their efforts provided us.

The Islands have indeed come a long way in 40 years.

Today, as a self-governing Overseas Territory, we enjoy a close, modern partnership with the United Kingdom, firmly based upon the principles of self-determination and the right of Falkland Islanders to choose our own political future.

That choice was stated with blistering clarity in March 2013, when 99.8% of Falkland Islanders, on a turnout of 92%, voted in favour of remaining a self-governing Overseas Territory of the UK. The result of this referendum surprised no-one who knows the Falklands, but sent an undeniable message to those who sought (and would still seek) to cast doubt upon our allegiance.

We are an active and responsible member of not only the British and Commonwealth families, but also the global community. We fly our flag proudly at international fora ranging from political and governmental organisations, to environmental, social and sporting events across the world – punching above the weight expected of a country of less than 3,500, but very much true to our nature.

The Falklands were transformed by the establishment of our fisheries in the mid-1980s and this enabled rapid economic development and growth. The Islands are now financially self-sufficient and self-financing in all but our defence. Despite many significant demands in terms of aging infrastructure and the need for future development, our healthy reserves provide security for the future, and our strong and ambitious business sector continues to expand and seek out new opportunities.

The fishery is the mainstay of our economy and the long-term sustainability of our resource is vital for future generations – as such, investment in science, stock assessment, marine management and protection is substantial and ongoing. Agriculture – the historic backbone of our economy – remains a vitally important sector and is supplemented by a tourism industry which was enjoying rapid and sustained growth pre-Covid.

We look forward to being able to welcome visitors back to our shores as the world gradually re-opens. Socially, too, our Islands have flourished. Our community enjoys a high standard of living, with free education and healthcare provided by the Falkland Islands Government along with a



The Falkland Islands Assembly, Leona Roberts MLA front left.

number of progressive social programmes and opportunities.

More young Islanders than ever before are going on to Further and Higher Education in the UK and beyond, a vital investment in our future. Happily, the vast majority return, bringing with them new energy, knowledge and experience which will pay untold dividends in the decades to come.

With more than 60 nationalities represented in our small population, we are a diverse and inclusive people. Our remote islands have always welcomed free-spirits, explorers and settlers from across the globe and, although we remain fiercely British in our identity and loyalties, we enjoy our continuously growing diversity and have been happy to embrace some of the traditions (and indeed recipes!) from the cultures of those who have sought to make the Islands their home. Our growth as a country is healthy and natural, and long may it continue.

Our people relish the freedoms that our lifestyle provides and, although much has changed, the identity of Falkland Islanders remains closely linked to our natural environment and the cultural heritage that has grown from almost 200 years of building our country from nothing... Islanders are as they have always been – hard-working, hard-playing, resilient and passionate about our uniquely beautiful, wind-swept home. Although the population in Camp is much smaller than in previous times, our rural community is at the heart of who we are as a nation and many of our longest standing traditions endure and are passionately celebrated.

Those freedoms which are so dear to us continue to be protected today by a tri-service deterrent force based in the Islands. They are an important and very welcome part of our community and their presence is valued enormously.

The strap-line for this year is *“Forward at Forty”* – an apt and meaningful statement of our ambition and vision of a future which is bright and full of possibilities.

Falkland Islanders will continue to build on the progress of the past 40 years – socially, economically and politically – we cannot allow ourselves to falter in our desire to deliver a future that is secure and stable for the generations to come.

We are not immune from the challenges that face our planet and, although our impacts may be small in global terms, we are committed to playing our part in combatting climate change and protecting our precious natural environment and globally significant biodiversity.

We are dedicated to sustainable and responsible use of our natural resources and will continue to progress our ambitious environmental agenda, such as incorporating greater use of renewable energy – already a success story in the Falklands. Sadly, the political threat to our country from Argentina remains real and is an ever-present reality for Falkland Islanders. The Argentine government continues to deny our people the right to self-determination – a long-established and fundamental principle, confirmed by the UN Charter and by nations the world over which value democracy and human rights.

Despite many Falkland Islanders being able to trace nine generations in the Islands and despite the organic growth of our community over nearly two centuries, Argentina propagates a myth that we are in “implanted population”, regardless of historic and ongoing realities.

However, we are a resilient people and will not be cowed by attempts of bullying. We will always be resolute and certain of our right to develop our home, celebrate our freedom and live as responsible global citizens.

We know that we have much work to do in the years to come and we will undoubtedly face many challenges and difficult decisions, but with commitment and courage the Falklands can look to the future with optimism and confidence. It is true that 1982 casts a long shadow in the Islands. The forceful invasion of one’s home and

the shattering of peace and security leaves an indelible scar on the soul of a country and its people and there are many among us who remember all too well the terror of invasion night and the darkness and fear throughout the occupation.

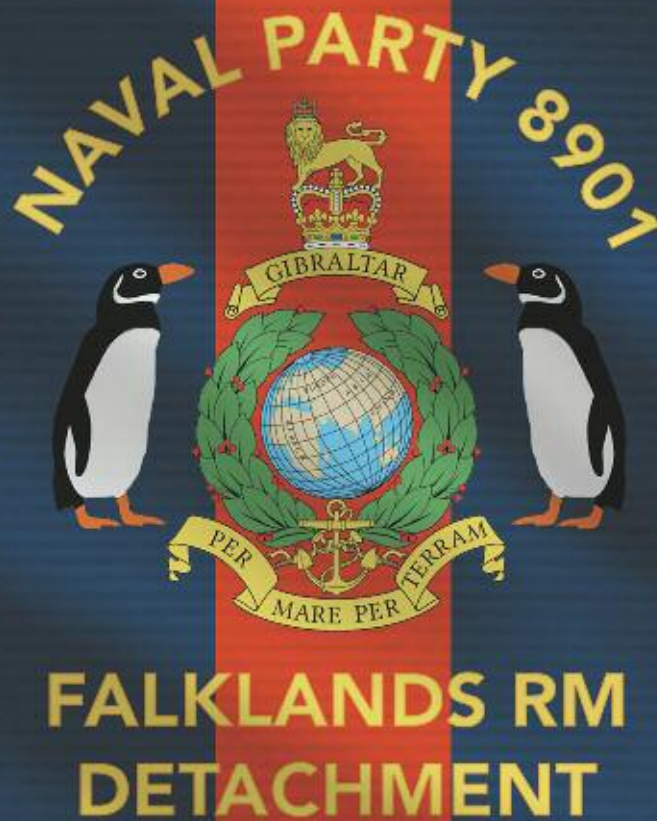
We remember, too, the joy and relief when our freedom was restored, albeit alongside the overwhelming sorrow for those lives cut short and the countless others impacted by the horrors of war.

The gratitude of Falkland Islanders to those who liberated us remains undiminished despite the passage of 40 years and this enduring thankfulness has become a part of who we are as a community – it is a sentiment that is held as close to the hearts of the generations born since and those more newly arrived on our shores, as to those of us who lived through 74 days of enemy occupation.

We will continue to teach our children and grandchildren the value of democracy and the significance of the sacrifices made on our behalf and it is our belief that the best way that we can show our profound gratitude is to build a socially, economically and politically strong country – true to our deeply-embedded values as a democratic and freedom-loving people. We will always fight for and protect our right to self-determination – a basic principle which some would deny my children and theirs.

In this 40th anniversary year we will welcome many of our veterans and Falkland Families back to the Islands and it will undoubtedly be an emotional year for us all, but we can with pride and gratitude show how far we have come. So, whilst we “Look Forward at 40” with hope for a bright and prosperous future and will celebrate our victories and the progress made to date, so too will Falkland Islanders always remember that we stand on the shoulders of those giants who so bravely risked all for us and, in doing so, gave us the greatest gifts of all – peace, freedom and the right to determine our own future.





by Major Mike Norman RM (retd)

Naval Party 8901 (NP8901) was a self contained detachment of 43 Royal Marines commanded by Major RM. There was one Naval representative, a Leading Medical Assistant (LMA). The tour of duty on the Falkland Islands was 12 months. The task was to defend the seat of Government against any armed incursion, and to assist the civil power and the local authority in any emergency.

At 0900 on 1st April, 1982 (who chose April Fools Day for goodness sake?) I took over operational command from Major Gary Noott RM. This was not a reinforcement, but part of the regular annual turn round of Detachments on the Islands.

At 1530 the Governor summoned me to Government House and showed me the following message:

"An Argentinian invasion fleet will be off Cape Pembroke at first light tomorrow. It is highly likely they will invade. You are to make appropriate dispositions."

We were a tiny, lightly armed defending force. There were my 43 men who had arrived in Stanley the preceding Monday. Then there were the 25 men 81/82 detachment who were looking forward to going home. Some of them had already departed, while 9 others had reinforced HMS *Endurance* RM Detachment while she went to South Georgia to deal with the miscreant scrap metal dealers. To make room for her enlarged RM Detachment, *Endurance* had off loaded her Hydrographic Party of 10 personnel. So, in total we were 78. Our aim was to hold off the invading force for as long as possible. We would inflict maximum casualties, force them to deploy and hope to gain time for somebody somewhere to negotiate a solution. It was weird to order men to perform a task that we both knew was impossible and one where we were always going to come second.

At first we were too busy to worry and there was much to do. Men were recalled, briefs given,

priorities of work sorted, orders to be written, section positions prepared, classified documents destroyed and the important "Last Supper" to prepare.

We organised ourselves into an HQ and 6 x 6 men sections to be deployed on the conceived approaches. There was the RN Section and Admin Section both based at Government Houses, Major Noott would man the Ops Room with the Governor plus a small team of 3 and I plus driver and signaller would command the sections on the ground.

Our team was deployed to try and counter the invaders anticipated actions. Permission to crater the runway at the airfield was repeatedly refused. No. 5 Section was south of the airfield which had been blocked with vehicles on the runway, tasked to disrupt and delay helicopter landings.

A GPMG team was in the sand dunes to welcome invaders as they disembarked from landing craft and they had 2 X motorcycles to make good their escape.

No.1 Section was at Hookers Point. Task to delay, cause maximum casualties and then withdraw through No.2 Section who were positioned at the Old Airstrip with a similar task who would fall back through No.3 Section at The Beacons. This collapsing line of defence would defend again at Lookout Rocks but now at Troop strength under command of Lt Bill Trollope RM The Governor had ordered no fighting in Stanley so this would be the final defence until pulling back to Government House.

In the event the invaders came ashore in Amphibious APCs which meant we were out gunned, out manoeuvred and totally outnumbered which made breaking contact virtually impossible.

To give early warning of any helicopter assault to the South No. 6 section was on Murray Heights and a 1 man Observation Post was placed on Sapper Hill. He had the third motorbike. The *MV*

Forrest under Command of local seafarer Jack Sollis kept a radar watch in Port William of the sea approaches.

Across Port Stanley on the north shore was No.4 Section, tasked simply to sink any invading naval craft that dared to venture through The Narrows and they had our second 84mm Karl Gustav to do it. I was just to the rear of Look Out Rocks and with me were the 2x LMA with the Ambulance. Our final act of defiance was to switch off the Cape Pembroke lighthouse and to hope for the weather to blow. We were as ready as we could be.

Moody Brook was vacated at 0200 2 April. During the night we had been joined by Jim Fairfield a former Cpl RM now resident in Stanley. Bill Curtis a Canadian living in Stanley volunteered to alter the Aircraft Directional Beacon.

We settled into our positions and tested our communications. They were not good to start with but after a false alarm of a sighting of an aircraft carrier in Surf Bay, they improved dramatically. At 0230 Jack Sollis reported radar contacts approaching and showing no lights. By 0330 it was clear that there were a number of ships off Mengeary Point and Cape Pembroke and at 0430 possible helicopter activity was heard from Port Harriet.

0605 (first Light was 0635) we heard loud explosions and automatic fire from Moody Brook. The Argentinians made a classic house clearing assault on the Barracks. There is absolutely no doubt that had we been there most of us would have been killed. They had landed some 100 Amphibious Commandos at Mullet Creek. They split into two groups and attacked the barracks and Government House in an attempted *Coup de Main Op*. I ordered 1 and 5 sections back to Government House and returned myself to reshape our defence. But before the sections arrived Government House was attacked. It was a determined effort and very quickly they were on one side of drystone wall and we were the other side. There was a fierce fire fight but we drove them back and they left three very badly wounded

behind, They got closer than we thought, 3 had gained access to the maid's rooms and stayed there for 3 hours before being captured. We thought they would attack again but they didn't and reverted to loud hailer messages, they did not need to attack again because unlike us they knew what was coming down the road.

At 0630 the OP reported APCs were landing over York Bay beach. Minutes later he reported that 19 Amtracs were ashore and advancing towards Stanley. The Amtrac is a formidable beast with a crew of 3 and complete protection against small arms fire for its 25 passengers. It has a Heavy Machine Gun as its main armament plus coax mounted Machine Gun. As the lead vehicle approached Troop HQ and 2 Section it was hit by a 66mm and 84mm and that vehicle took no further part nor did it disembark any passengers. The other vehicle stopped out of range and returned heavy fire.

All the 'Out Sections' trying to get back to Government House had to fight all the way back. Stanley was inundated with Argentinians who clearly had not received the Governor's instructions about fighting in Stanley and challenged every move we made. One of the Sections was garden hopping down Davis Street, avoiding APCs and taking a breather in a front garden, when the front-door opened and a lady with a tea tray and 6 mugs said "Have you boys got time for a cup of tea?" She was advised to go back inside and keep her head down.

I advised the Governor that if we were to remain, then the Marines would fight to the end and our defence would be determined and resolute but probably short lived. Government House was not designed to withstand Heavy Machine Guns.

Somehow through the Stanley radio station, Hector Gilobert and The Chief Secretary, the Governor arranged a meeting with Admiral Carlos Busser. Busser came to Government House and before he could speak Rex Hunt said: "This is



Lt Col Nick Vaux presents Major Mike Norman mentioned in dispatches for duties as OC J Coy Oct '82.

British Territory we do not want you here, I want you to leave and to take all your men with you."

Busser replied that he had over 800 men ashore with 2000 more to land. He did not want to kill these brave men but he would do so if the fighting continued. He praised the bravery of the defence and insisted that the Governor should order us to stop fighting. Rex Hunt agreed that he had no other option.

Our last act was to promise we would be back and we were aboard the *Canberra* 48 days later.

NP8901 was now part of Juliet Company 42 Commando RM. The Company had been cobbled together under my command on 13 May. It consisted of 10 Tp (NP8901) cmd Lt Bill Trollope, 11 Tp (42's Defence Tp) cmd Lt Tony Hornby, 12

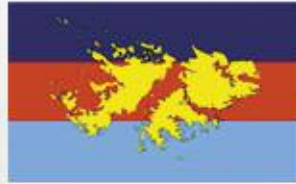
Tp.(42's A/Tk Tp) cmd Lt Colin Beadon and Coy Hq which bar the CSM and his clerk were NP8901.

Having spent D Day on board the *Canberra*, surely the biggest and most obvious target in Bomb Alley, it was a very relieved Commando that was called forward to go ashore mid afternoon on the 21 May! J Coy progressed across East Falkland, Port San Carlos via Darwin and Goose Green, Mount Kent, Mount Challenger and Mount Harriet until finally arriving in Port Stanley June 14th. NP8901 symbolically raised the Falkland Islands Governors Flag on the 16th of June to signify victory and liberation of the Falklands.

On this 40th Anniversary we remember the service and sacrifice of those who didn't come home. Their sacrifice enshrined in our Nations's collective memory. Forever Remembered.



Raising the Flag, 16th June 1982.



message from

Commodore Jonathan Lett Royal Navy

Commander British Forces South Atlantic Islands

Admiral Sir John Fieldhouse's despatch as Commander of Task Group Operations in the South Atlantic (published in the London Gazette in December 1982) stated that "Operation Corporate became necessary because deterrence failed". This is a sentiment which resonates with me as the 32nd Commander British Forces in the Falkland Islands because my mission remains to 'Deter military aggression against the South Atlantic Overseas Territories in order to maintain UK sovereignty.' Apart from those 74 days in 1982, this has always been a deterrence mission, even back in the days of HMS ENDURANCE and Royal Marine Naval Party 8901.

Today it is my privilege to be charged with responsibility for the defence of these islands and command of the diverse, capable and credible military and civilian team which makes up British Forces South Atlantic Islands (BFSAI). It is often asked whether we could still re-take the Falkland Islands today, but I see this as a rather academic question given that our raison d'être is to prevent a repeat of the events of 2nd April 1982. Deterrence might have failed in 1982, but in the 40 intervening years since liberation, deterrence has succeeded and allowed the islands to remain, using Major General Jeremy Moore's words "under the government desired by their inhabitants".

Today the Falklands are a transformed territory, sought out by visitors and with a vibrant and independent community proud of both its heritage and its place in the world. With this my 5th tour in the Falklands, having first visited as a Lieutenant in 1994, I have been lucky to have seen some of these changes first-hand whilst experiencing the warmth of the place and its people. Perhaps most noticeable of all on this, my most recent, tour is the removal of the last of the 1982 minefields which for most of the last 40 years denied access and provided an unwanted reminder of conflict.

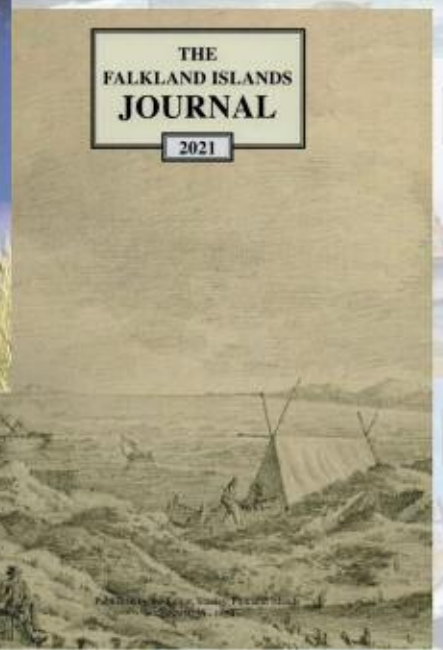
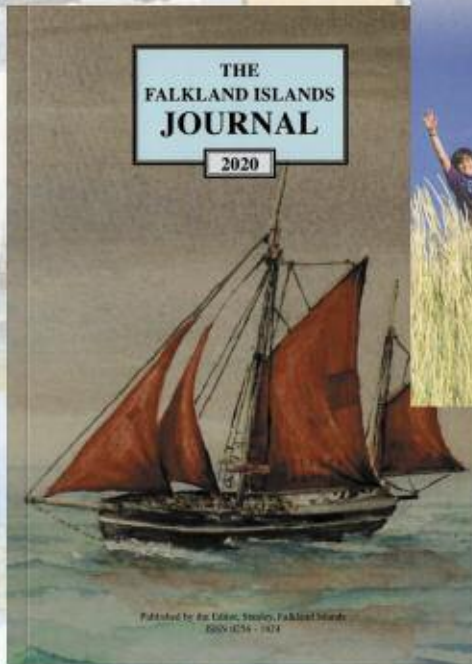
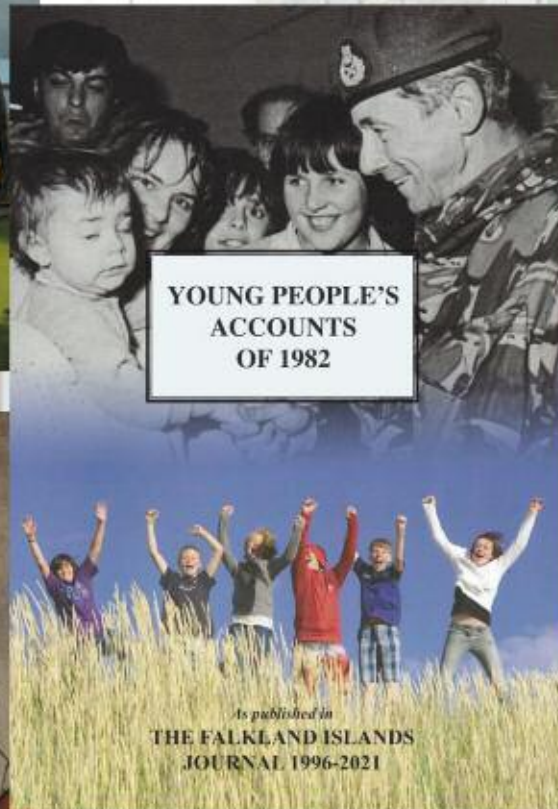
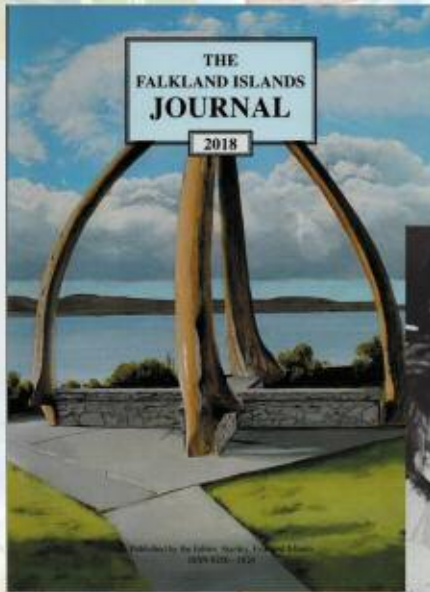
Whilst the primary role of BFSAI is to maintain the deterrent effect, we are also entrusted with a ceremonial and commemorative role to ensure that the sacrifices of 1982 are not forgotten. As we enter the memorial season, we remember not only the 255 British Service Personnel who made the ultimate sacrifice in 1982 but also the 47 Servicemen and Servicewomen who lost their lives in the islands in peacetime since the cessation of hostilities. The latter figure providing a stark reminder of the often inhospitable environment and range from the United Kingdom experienced in both in 1982 and today.

I am proud of the close links maintained between BFSAI and the Falkland Islands population. It is right that as one community, we stand shoulder to shoulder to commemorate together the events of 40 years ago.

Commodore Jonathan Lett Royal Navy

2022

THE FALKLAND ISLANDS JOURNAL



The Journal has been published since 1967 and contains a wide range of material on all aspects of the history of, and life in, the Falkland Islands and adjoining regions.

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OPERATION 'PARAQUET'

the battle to retake south georgia

When the Chiefs of Staff in Northwood surveyed the loss of both the Falklands and South Georgia, their thoughts immediately turned to plans for recovering them. It was apparent that the two groups of islands must be considered as separate tasks and that to capture the Falklands it was essential to have a firm base nearer to the islands than Ascension. South Georgia was recaptured on the 25th April, 1982.

Thus it was that South Georgia took on an immediate and unexpected importance. The operation to retake it was code-named Paraquet, but a corruption in an early signal changed the spelling to Paraquat, a far more appropriate name being a commercial brand of weed killer.

M Company

Before the Task Force had sailed from UK, the troops to retake South Georgia had been earmarked and briefed. Brigadier Thompson's assessment was that, because of the terrain and conditions, only highly trained arctic warfare troops would suffice. As 42 Commando had been the only unit to deploy on winter exercises in Norway earlier that year, it was M Company, under Captain Chris Nunn who were chosen. The 60 or so Argentine military were likely to be either at Grytviken or Leith and that occupation of the high ground overlooking these two would be vitally important. To M Company were added a section of 42 Commando's Reconnaissance Troop, two Naval Gunfire Support Observer parties from 148 Battery, a section of 81mm mortars, a small medical party and No 2 SBS Section. Later D Squadron 22 SAS was added and the total force of about 230 men was commanded by 42 Commando's second-in-command Major Guy Sheridan, a highly experienced mountaineer, who had recently traversed the Himalayas on skis.

Command Structure

Captain Brian Young, commanding Antrim was appointed Commander Task Group and had the large SAS Squadron of around 100 men under his operational control, while Sheridan as the Commander of the Land Forces had Lieutenant Colonel Keith Eve as one of his Royal Artillery Gunfire Officers, besides M Company and attachments. Captain Nick Barker in Endurance was the most experienced officer of Antarctic conditions, topography and tidal conditions. Plymouth, Brilliant, the Fleet Stores Ship Fort Austin and the Fleet Oiler Tidespring made up the task force. In addition the submarine Conqueror, with 6 SBS aboard, was deployed in the area against possible enemy surface intrusion, but South Georgia was out of range of land based aircraft. Although the chain of command worked reasonably well, dissention between commanders was apparent with the decision to land SAS patrols on Fortuna Glacier, a disaster saved only by the courageous and skilful helicopter rescue by Lieutenant Commander Ian Stanley.

Final approval

On 5/6 April 2 SBS flew to Ascension, with Major Cedric Delves and his D Squadron arriving shortly afterwards. M Company and its support arrived on 7th. Antrim left the main task group making best speed for Ascension. Fort Austin with some SBS and SAS aboard left Ascension on 9 April

SUMMARY OF MAIN EVENTS

BRITISH FORCES

Destroyer Antrim, 2x4.5in, 1xWessex HAS.3
Frigate Plymouth, 2x4.5in, 1xWasp
Ice patrol ship Endurance, 2xWasp
RFA Tidespring, 2xWessex HU.5's,
joined by frigate Brilliant, 2xLynx

Land forces - 250 from:

M Coy 42 Cdo RM, No.2 Section SBS RM,
D Sqdn SAS, 148 Bty 29 Cdo Regt team

Commanders:

Capt B G Young (awarded DSO) RN of Antrim,
Maj J M G Sheridan RM, Landing Forces
Maj C N G Delves (DSO), D Sqdn SAS
Capt C J Nunn RM, M Coy 42 Cdo

1. 21st - Mountain Troop SAS landed on Fortuna Glacier for move to Leith, but stopped by blizzards.
2. 22nd - Mountain Troop picked up by Antrim Wessex after both Tidespring Wessex crashed
3. Gemini assault craft from Antrim then put Boat Troop SAS ashore at Grass Island to observe Leith.
4. From 22nd - SBS landed at Hound Bay and tried to move across Cumberland Bay East by Gemini to a position south of Grytviken. Stopped by ice and laid up. Later picked up and reportedly landed at Moraine Fiord.
5. 23rd - Submarine threat; Task Force ships except Endurance moved out to sea.
6. 24th - Argentine Boeing 707 overflew Endurance and Task Force ships (except Tidespring with M Coy, 42 Cdo) ordered back in to hunt for submarine.
7. 25th - Task Force helicopters damaged submarine Santa Fe (abandoned at King Edward Point jetty) and then put landing force ashore.
8. 25th - As Antrim and Plymouth bombarded from out in Cumberland Bay, SAS/SBS/RM landing force went ashore at Hestlesletten and advanced through Grytviken towards King Edward Point. Argentines surrendered.
9. 26th - Argentine force surrendered to Plymouth and Endurance.

while the Antrim Group left with the military force the following day, Tidespring having embarked two troop-carrying Wessex helicopters of 845 Squadron. Although the force was now assembled and planning to retake South Georgia, final cabinet approval to go ahead was not given until 20 April, pending the outcome of negotiations by the US Secretary of State Alexander Haig. Conqueror had been patrolling off shore and had reported nothing untoward.

Grytviken

The plan was to land SBS from Endurance, to which they had been transferred, to reconnoitre Grytviken and King Edward Point, while the SAS were given the task of reporting on the Leith and Stromness areas. It was expected that the reconnaissances would take five days and subsequent operations would be finalised from their intelligence. 2 SBS would be landed at Hound Bay to the east and traverse Sorling Valley to Cumberland Bay from where they could approach Grytviken from the south. After giving them their tasks, but against Sheridan's professional advice, the SAS decided to land by helicopter on Fortuna Glacier 5 miles to the west of Leith and out of sight and hearing of the Argentines there, and then to make their approach over the harsh terrain and across Fortuna Bay.

On 17 April Mountain Troop of D Squadron, led by Captain John Hamilton, transferred to Antrim, but not before having found an unexpected bonus aboard Endurance when they discovered crates of equipment belonging to the Joint Services Antarctic Expedition. One particular prize was Swedish civilian mountaineering boots with which they replaced their army issue DMS boots. Another bonus was the detailed charts and maps carried onboard. After the word was given by London for the operation to go ahead, Antrim and

After the successful assault on South Georgia a small element of M Company, including the unit's Mountain Leaders Sgts John Napier and David Cunningham, went to South Thule. This island had been in Argentine hands since 1976 but the Royal Marines restored British Rule and raised the Union Flag.

Tidespring positioned themselves off Antarctic Bay and the helicopters took off at 1140 hours on 21 April. The Wessex 3 of Antrim's Flight, piloted by Lieutenant Commander Stanley, was the only one fitted with a computerised flight control system and led the two Wessex 5s over the zig zag route between steep and jagged mountains. Once over the glacier the troop carrying helicopters would have to rely on visual navigation.

Aircraft crashed

The weather was squally and visibility poor but the pilots landed the sixteen SAS troopers safely. For the rest of the day, resting at night, the troopers ploughed onwards making little progress. Next morning the rising gale and deteriorating weather conditions made further progress impossible and Hamilton was reluctantly forced to admit defeat and ask to be lifted off to avoid hypothermia and frostbite. When the Wessex flew in to collect the stranded troopers, the conditions were almost 'white out', the pilots became disorientated and both aircraft crashed, fortunately with no loss of life. Stanley, overloading his own Wessex, lifted off the stranded helicopter crews and SAS troopers safely in two courageous sorties. Meanwhile 2 SBS encountered the same appalling weather conditions. After being taken ashore by helicopter and marching through Sorling Valley, the Gemini assault boats dropped to them became so badly holed in the floating ice, the marines could no longer continue their mission and asked to be evacuated and find another route in. With two major setbacks, and a report that the submarine Santa Fe was in the area, Tidespring with the bulk of M Company aboard withdrew out to sea. On 22 April Antrim, made a stealthy approach into Stromness Bay to drop five Geminis with Boat troop SAS who would make their way to Grass Island, a moderate observation point about 2 miles from Leith. But appalling weather again interfered and the Geminis were blown and driven far off course by the strong winds and tides. Three boats eventually reached Grass Island but when they

tried to get nearer the next evening, their outboard engines failed and they were blown ashore.

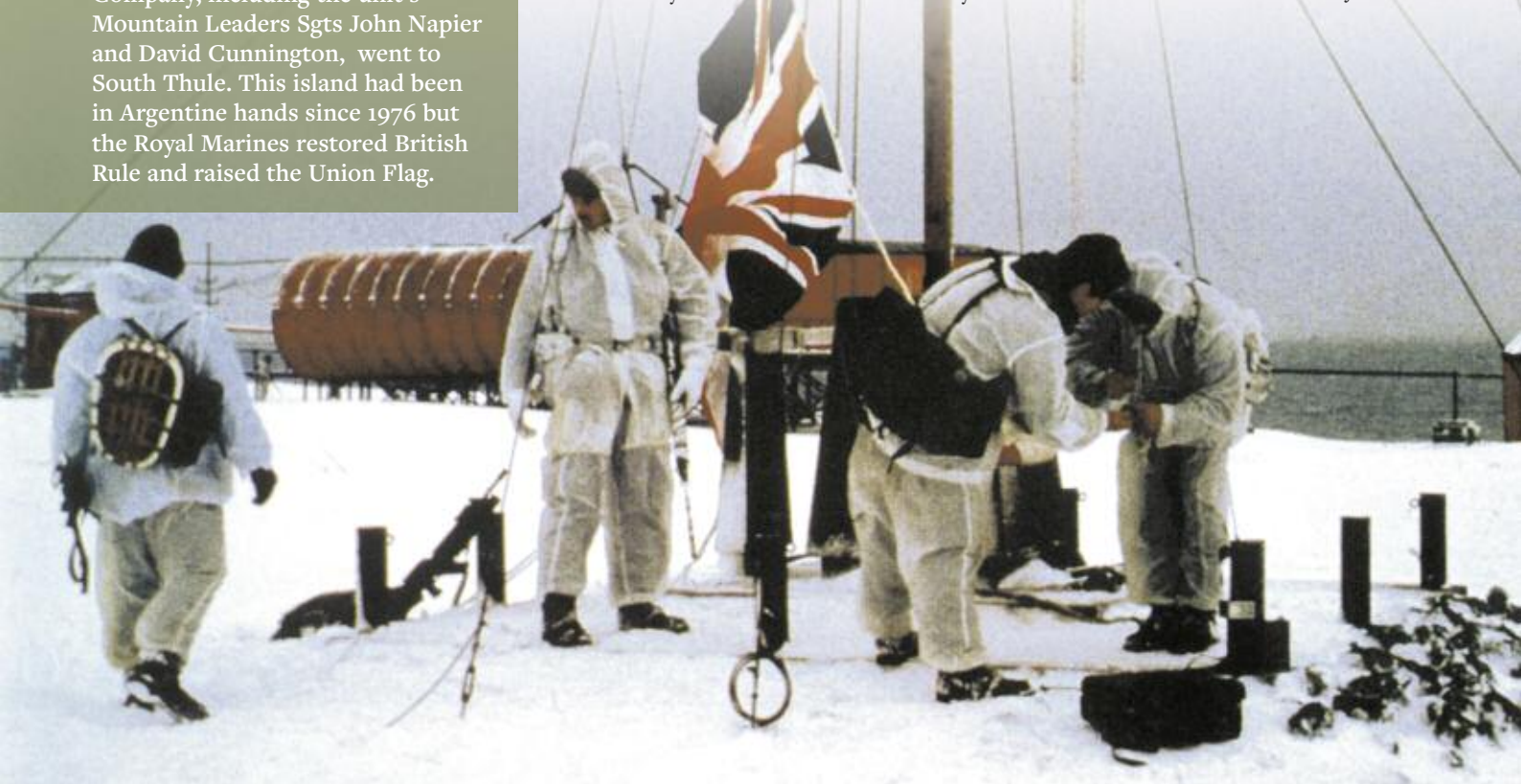
Sante Fe

On 25 April Lt-Cdr Stanley sighted and damaged the unsuspecting Santa Fe forcing her to remain on the surface. Two more helicopters fitted with AS 12 missiles made further attacks which put the submarine out of action but she just managed to limp into Grytviken harbour. Major Sheridan, increasingly impatient, now needed to act quickly without the SBS and SAS intelligence he had hoped for. He gathered together all available manpower, M Company Headquarters, the hulk of the company being 200 miles away, the Reconnaissance Section, SBS and SAS who were not committed and the Royal Marines detachments of Antrim and Plymouth, a total of 75 men. Various plans were discussed and discarded. Keith Eve suggested a naval bombardment, Sheridan a direct heliborne assault, but Captain Young agreed to a compromise to avoid casualties and unnecessary damage to buildings. The first of three separate parties landed on the lower slopes of the Hestesletten at 1430 hours that afternoon and fanned out towards Grytviken, Meanwhile Plymouth and Antrim kept up a steady barrage from the east of the Barff Peninsular, mostly with air burst shells from their 4.5" guns slowly creeping towards the enemy positions.

Union Flag at Grytviken

At 1705 hours Captain Bicain commanding the Argentine force of more than 140 surrendered to Major Delves. The only casualties to either side were an Argentine sailor who lost a leg during the attack on the Santa Fe and another who was shot when it appeared he was trying to scuttle the submarine. The exhausting five days culminated with Captain Young's signal 'Be pleased to inform Her Majesty that the White Ensign flies alongside the Union Flag at Grytviken'. It was the first step in the recovery of the Falklands Islands.

*Courtesy Captain Derek Oakley MBE RM
"The Falklands Military Machine"*





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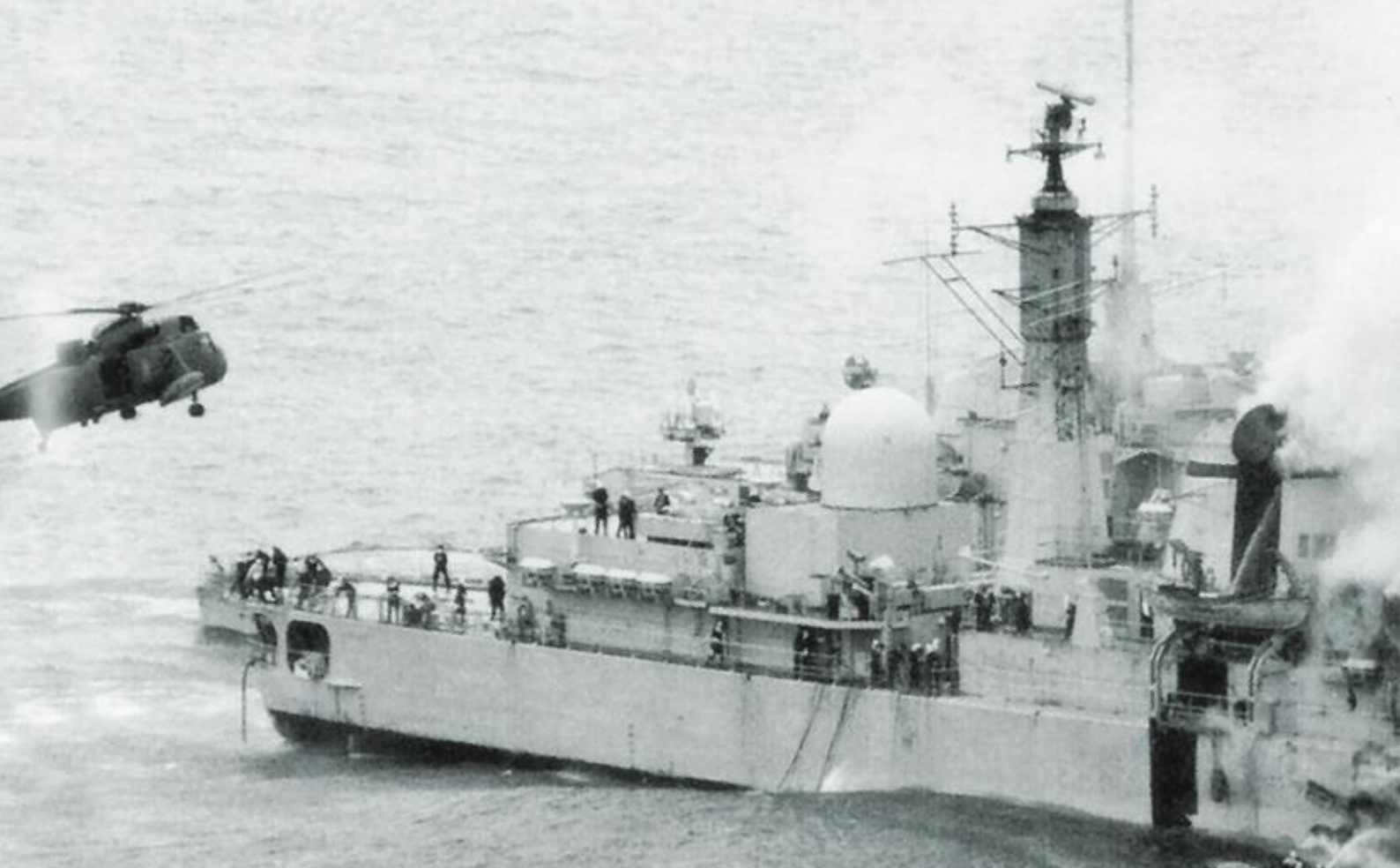


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REQUIEM FOR HMS SHEFFIELD

At approximately 10 A.M. on the 4 May, HMS Sheffield was at defence watches, second degree readiness, as part of the British Task Force dispatched to the Falkland Islands during the Falklands War. Sheffield had relieved her sister Coventry as the latter was having technical trouble with her Type 965 radar.



Inside the operations room of a Type 42 destroyer.

Sheffield and Coventry were chatting over UHF. Communications ceased until an unidentified message was received stating simply "Sheffield is hit!". The flagship, Hermes dispatched the escorts Arrow and Yarmouth to investigate, and a helicopter was launched.

Confusion reigned until Sheffield's Lynx helicopter unexpectedly landed aboard Hermes carrying the Air Operations Officer and Operations Officer, confirming the disaster. Sheffield picked up the incoming missile on her ancient Type 965 radar (an interim fitting until the Type 1022 set was available), and the Operations Officer informed the Missile Director, who queried the contact in the ADAWS 4 fire control system.

The launch aircraft had not been detected as the British had expected, and it was not until smoke was sighted that the target was confirmed as a sea skimming missile. Five seconds later, the Exocet impacted Sheffield amidships. Such was the lack of warning, there was no time to engage in defensive manoeuvres, leading to a change in policy that all ships believing to be even possibly under missile attack would turn toward the threat, accelerate to maximum speed and fire chaff to prevent a ship being caught defenceless again.

The Exocet was fired from one of two Super Étendards launched from Río Grande, Tierra del Fuego, and was piloted by Captain Augusto Bedacarratz, who commanded the mission. It was launched at the point-blank range of six miles; the British had expected it to be launched from long range (45 miles) at medium altitude, hence the difficulty in classifying it and taking effective countermeasures. It struck amidships, approximately 8 feet above the waterline on Deck 2, tearing a gash 4 feet by 10 feet in size in the vicinity of the galley, which occupied the full width of the hull.

The MOD report into the sinking of the Sheffield concluded that; "Evidence indicates that the Warhead did not detonate". Some of the crew and members of the Task Force believe however that the missile's 363-pound warhead did in fact detonate upon impact.

Regardless, the impact of the missile and the burning rocket motor set Sheffield ablaze. Accounts suggest that the initial impact of the missile immediately crippled the ship's onboard electricity generating systems and fractured the water main, preventing the anti-fire mechanisms from operating effectively, and thereby dooming the ship to be consumed by the raging fire.



Sheffield caught fire after she was hit by an Exocet - Survivors were rescued by the Yarmouth and the Arrow.

It is also suggested that the ship's anti-missile radar was incompatible with the satellite communications link which reduced the chance of the Exocet being intercepted, although neither the Type 965 radar nor the Sea Dart missiles carried by Type 42s are particularly well suited to intercepts of low-flying missiles. After the ship was struck, her crew, waiting to be rescued, sang "Always Look on the Bright Side of Life" from Monty Python's Life of Brian.

The burnt-out hull was taken in tow by the Rothesay class frigate Yarmouth but was scuttled at 53°04'S, 56°56' W on 10 May 1982 because of bad weather turning the ship into a waterlogged hulk, making it the first Royal Navy vessel sunk in action in almost forty years. Twenty of her crew (mainly on duty in the Galley-area) died during the attack. The wreck is a war grave and designated as a controlled site under the Protection of Military Remains Act 1986.

The sinking of the Sheffield is sometimes blamed on a superstructure made wholly or partially from aluminium, the melting point and ignition temperature of which are significantly lower than those of steel. However, this is incorrect as the Sheffield's superstructure was made entirely of steel. The confusion is related to the US and

British Navies abandoning aluminium after several fires in the 1970s involving ships that had aluminium superstructures.

The sinking of the Type 21 frigates HMS Antelope and Ardent, both of which had aluminium superstructures, probably also had an effect on this belief though these cases are disputed. In both cases, it is likely the ships would have been lost in any event, due to amount of explosives involved in such small ships, though aluminium fires did break out. Ardent in particular took a severe pounding, suffering eleven bomb hits, five of which exploded; no ship of her type of any era would have been able to survive such an attack.

The fires on these ships did result in one clear change, which was the shift away from the nylon and synthetic fabrics then worn by British sailors.

The synthetics had a tendency to melt on to the skin causing more severe burns than if the crew had been wearing non-synthetic clothing. The official report into the sinking of Sheffield, recently disclosed under UK Freedom of Information laws, severely criticised the ship's fire-fighting equipment, training and procedures and certain members of the crew

ROLL OF HONOUR

The 20 sailors killed when the HMS Sheffield was hit by the Exocet missile.

Petty Officer David R. Briggs DSM
Catering Assistant Darryl M Cope
Lt Commander David I Balfour
Weapons Engineering Artificer
Andrew C. Eggington
Sub-Lieutenant Richard C Emly
Petty Officer Cook Robert Pagan
Cook Neil A. Goodall
Leading Marine Engineering Mechanic
Allan J. Knowles
Laundryman Lai Chi Keung
Leading Cook Tony Marshall
Petty Officer Anthony R Norman
Cook David E. Osborne
Weapons Engineering Artificer
Kevin RF Sullivan
Cook Andrew C Swallow
Acting Chief Weapons Mechanic Michael EG Till
Weapons Engineering Mechanic Barry J Wallis
Leading Cook Adrian K. Wellstead
Master-at-Arms Brian Welsh
WEO Lt Commander John S. Woodhead DSC
Cook Kevin J. Williams



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2 April 1982 – 14 June 1982

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THE LIMBLESS VETERANS

1932 – 2022

John Phillips has lived with one arm ever since he was injured in the Falklands War 40 years ago

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“The bomb exploded, taking my left arm off at the shoulder”

“The charity is knowledgeable about amputation, about legislation, and about all the benefits that people in my situation are eligible for. They really support their Members in all aspects of coming to terms with living with a disability.”



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at blesma.org**

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message from

Commodore Michael Clapp CB ROYAL NAVY

Commander Falkland's Amphibious Task Group

In 1982, few people in Britain knew where the Falkland Islands were, if they had ever heard of them. Nevertheless, the whole country was behind us when Mrs Thatcher sent us south to liberate them from the Argentine forces.

It was a perfectly natural and correct reaction. The islanders were almost wholly of British stock. Some were descended from the Royal Naval and Royal Marines contingents who, in the 19th century, had been sent there to garrison the island. At that time, the Falkland Islands were of strategic importance to Great Britain while we had the largest merchant fleet in the world and ruled the waves. Each year, before steam came in and the Panama Canal was built, some two thousand sailing ships tried to round Cape Horn. Many were from Australia and New Zealand. The Falklands provided an early refuge and place to water and victual.

In contrast, the Argentines are in many respects an alien regime. They are mostly of Latin American stock with a very different culture, laws and majority religion. At the time of the invasion, they were ruled by a military junta whose brutality is still legendary. The islanders, understandably, did not wish to be under their control.

Many of us are proud that we were able to defend the right of the islanders to decide their own future. The loss of lives and the maimed bodies and minds on both sides are the sad result of Argentine intransigence and impatience.

A handwritten signature in black ink that reads "Michael Clapp". The signature is written in a cursive, slightly slanted style.

Commodore Michael Clapp CB Royal Navy
May 2022



THE LANDINGS

San Carlos Water 21st May 1982

The assessment of where the initial landings should take place depended on a wide variety of factors. Perhaps the most important consideration was that the attacking force would be numerically inferior to the defenders, a ratio frowned upon by Staff College teaching. That the British were probably better trained and might narrow that balance slightly but it was paramount that there should be a minimum of casualties in the early phase of the operation.

Other highly important factors were enemy strength and potential by land, sea and air, accessibility of beaches and the ability of the invading troops to fight and move over extremely difficult countryside in the inhospitable weather of a Falklands winter. There were other far more important naval factors. The enemy were assessed to have an enlarged Infantry Brigade, commanded by Brigadier General Oscar Jofre, defending Stanley with at least four infantry regiments and a marine infantry unit, supported by artillery of about 30 Italian 105mm pack howitzers. It was also believed they possessed some wheeled 155mm guns with a range of 13 miles, which could be towed or lifted by their two Chinook helicopters. A full complement of supporting arms, including engineers and armoured cars and possibly some amphibious APCs as had been seen when they overran the islands, made this a formidable force.

In addition there was an Infantry Regiment of about 500 men at Darwin and Goose Green and a further Brigade on West Falkland. The probable strength of the enemy was assessed at over 11,000, about three times the size of the reinforced 3 Commando Brigade. As far as their air defence was concerned, the enemy were known to have the Tiger Cat surface to air missile as well as the British Blowpipe and maybe others. From intelligence gleaned they appeared to have about 60 aircraft on the island ranging from Pucara and Aermacchi MB-339 fighters to Chinook, Puma and Iroquois helicopters, besides some transport aircraft. There were 34 airstrips on the Falklands most capable of operating the smaller fighters and of taking helicopters. On the mainland, there were up to 130 aircraft capable of supporting attacks on the Falklands some 400 miles away.

continued on page 40

MAIN LANDING FORCES

Commodore Michael Clapp CB Commodore of Amphibious Warfare - responsible for all amphibious operations and subsequent logistic sea-support operations.

Naval gunfire support ships & ground attack & air defence harriers.

Main units:

3 COMMANDO BRIGADE COMMANDERS
Brigadier J H A Thompson CB OBE ADC RM
Deputy Commander, Colonel T Seccombe RM
Brigade Major (Chief of Staff),
Maj J Chester OBE RM
(Deputy Chief of Staff),
Maj G V J O'N Wells-Cole RM
40 Cdo RM, Lt Col M P J Hunt OBE RM
42 Cdo RM, Lt Col N F Vaux DSO RM
45 Cdo RM, Lt Col A F Whitehead DSO RM
29 Cdo Regt RA, Lt Col M J Holroyd-Smith OBE RA
59 Ind Cdo Sqdn RE, Maj R MacDonald MID RE
Cdo Logistics Regt, Lt Col I J Hellberg OBE RCT

Bde HQ & Signals Sqn, Maj R C Dixon RM
Mountain and Arctic Warfare Cadre, Capt R J Boswell RM
SBS, Maj J J Thomson OBE RM
3 Cdo Bde Air Sqdn, Maj C P Cameron MC RM
with 9 Gazelles and 9 Scouts
(3 from No.656 AAC)

Main attached Army Units:

2 Para, Lt Col H Jones VC OBE
3 Para, Lt Col H W R Pike DSO MBE
22 SAS Regt, Lt Col H M Rose OBE MID



message from

Major General Julian HA Thompson CB OBE

Commander, 3 Commando Brigade 1982

Forty years ago Britain sent a task force to the South Atlantic to repossess the Falkland Islands that had been invaded by Argentina on 2 April 1982. The British action was criticised by some on the grounds that it was disproportionate in view of the small number of Islanders involved, and by others because the operation was considered impossible.

The operation was successful, thanks to the professionalism, and in some cases self-sacrifice of members of the British Armed Forces. At times it was a very near run thing, and the eventual outcome by no means a foregone conclusion as some people imagine to this day. As to the charge of the British response being an overreaction, freedom should not be negotiable, irrespective of the numbers involved. The invasion of the Falklands was initiated by a Fascist regime responsible for the deaths of thousands of its own citizens. It is not difficult to predict what would have happened to any dissenters among the Islanders if the invaders had remained in possession, and once the spotlight of international interest had shifted elsewhere.

The sacrifice of those who lost their lives, or were injured, was not in vain.

A handwritten signature in black ink that reads "Julian Thompson". The signature is written in a cursive, slightly slanted style.

Major General Julian Thompson CB OBE

2022



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The Landings

The greatest deficiency in the planners armoury was a lack of air photographs. Without them Brigadier Thompson and Commodore Clapp were severely handicapped. However Major Southby-Tailyour's unpublished notes on the Falklands coastline was of infinite value, giving details of the hinterland as well as the approaches, shore texture and gradients. The landings in San Carlos Water involved the largest armada of amphibious shipping mustered since Suez. It consisted of the Amphibious Assault Ships *Fearless* and *Intrepid*, five LSLs, the liner *Canberra* and the two ferries *Norland* and *Europic Ferry* to carry the landing force, being supported in Falkland Sound by the destroyer *Antrim* and the frigates *Broadsword*, *Ardent*, *Brilliant*, *Antelope*, *Argonaut*, *Plymouth* and *Yarmouth*. In addition the RFAs *Stromness* and *Fort Austin* held men and equipment that were essential to the landing. *Fort Austin* held the anti-submarine *helos*. Providing air cover further out to sea were the aircraft carriers *Hermes* and *Invincible* with their escorts. Admiral Woodward had stated as early as 6 May that he could not guarantee air superiority over the landing area and he would not risk either of his aircraft carriers close inshore as the Sea Harriers would be required as defence against the Argentinian air threat. On 15 May Commodore Clapp gave his final orders to Brigades COs and ships captains for the landings, Operation *Sutton*. It was based on Major General Moore's directive issued on 12 May which ordered the securing of a bridgehead into which reinforcements could be landed; to push forward as far as maintenance of security allowed and establish moral and physical domination over the enemy. The Brigade Op Order of 47 pages had been given to subordinate commanders 72 hours earlier. The exact date and time of D-Day, H-Hour (when the first landing craft would beach) and L-Hour (when the first wave of helicopters would land) would follow. The timings would be in Zulu time (GMT) four hours ahead of local time. The previous night came the SAS raid on Pebble Island which destroyed all enemy fighter planes there and on 15 May civilians aboard all ships including the Press Corps, were read the Declaration of Active Service, placing them under military discipline. On the next day came reports of a company of Argentinians on Fanning Head

overlooking San Carlos Water to the north, and if these were armed with anti-tank weapons that would pose a threat to the lightly armoured warships and landing craft. A bold plan to land 25 heavily armed SBS with a Naval Gunfire Forward Observer was evolved to neutralise them on the night before D-Day and was highly successful.

19th May

On 17 May the main amphibious group caught up with the slower LSLs which had been sent ahead. It was likely that, because of the swell, the cross decking of troops between ships to ensure that group elements married up for the landings would have to be carried out by helicopter rather than landing craft and it would have to be done in daylight. When dawn broke on 19 May the amphibious force was 300 miles north of the Falklands and the sea had abated slightly enabling a large proportion of the troops to be moved by landing craft. Despite the heaving swell not one man was lost and it was the very last sortie by a Sea King helicopter that crashed with the tragic loss of 22 men.

40 Commando RM & 2 PARA

H-Hour was fixed for 0230 local time on Friday 21 May. The first warships approached the north of Falkland Sound just after last light on 20 May and the LPDs followed at 2300 anchoring off the entrance to San Carlos Water. The first troops embarked in their landing craft soon after midnight with 40 Commando and 2 Para in the first wave. A small hiccup caused by the Paras having no previous opportunity to practise embarking in the dark delayed H-Hour by 60 minutes. Major Southby-Tailyour travelling in Colonel 'H' Jones' LCU led the assault waves down San Carlos Water where they split opposite Ajax Bay with 40 Commando in 4 LCUs and 4 LCVPs landing on Blue Beach One and 2 Para in 4 LCUs on Blue Beach Two. Two LCUs, running into the beach with their bow doors lowered, carried a Scorpion and a Scimitar each of the Blues and Royals ready to give fire support, while another had a Royal Engineer Combat Engineer Tractor. The craft beached only yards from the waterline some being guided in by torches from the SBS already ashore and the first men touched down, completely unopposed. The marines and

paras moved off to dig in on their first objectives, while the landing craft returned for another wave, all being shepherded by *Plymouth* ready to bombard any pockets of resistance. There had been no chance of a rehearsal and *Norland* had arrived late at Ascension allowing one days practice. 3 Para engaged in a small skirmish before occupying Port San Carlos and 45 Commando taking Ajax Bay, a name which was to be synonymous with much heroism later, and the proposed site of the Brigade Maintenance Area. The first major enemy action was when a Sea King, escorted by two Gazelles was fired on by ground forces, the two Gazelles being forced down with the loss of three Royal Marines aircrew, the only casualties of D-Day. The first enemy air attack came at 0855 by a Pucara on the *Canberra* and from then on a continuous stream of aircraft from both the mainland and Stanley harassed the escorting ships and the landing force. The Royal Navy took the brunt of these attacks.

A first foothold

Brigadier Thompson visited his five major units before nightfall, 42 Commando who had been held in reserve afloat during the initial landings were also ashore. It was essential that Thompson's headquarters with all its communications was landed as soon as possible and he received orders that *Canberra*, *Stromness*, *Europic Ferry* and *Norland* must be clear of San Carlos that night. This was the first frustrating intervention, and change of plan. In addition the ships carried many unit stores including 90,000 rations, replacement radio batteries and second line ammunition. An earlier plan had been to land only each unit's first line of supplies and a maximum of two days War Maintenance Reserve. All other stocks, together with unit echelons and the Commando Logistic Regiments would remain afloat. Thus the British force, most of whom had been at sea for more than a month, had successfully gained a first foothold on the Falklands, courtesy of Commodore Clapp's amphibious group who had successfully landed them. They were poised to consolidate before breaking out.

Break out from San Carlos

The first days after D-Day had been frustrating to the troops who had landed. Having been cooped



Landing Craft Utility and Vehicle and Personnel from the assault ships HMS *Intrepid* and HMS *Fearless*, and Rigid Raiding Craft from 1 Raiding Squadron RM, unloading near Ajax bay.

up in ships for the best part of a month, they needed to stretch their legs, but few were really prepared for what was to come. 40 Commando had established positions on Verde Ridge in the centre and south of them were 2 Para on the Sussex Mountains; 42 Commando who had initially been the Brigade reserve afloat in *Canberra* landed late on D-Day in the Port San Carlos. 45 Commando were dug in on the eastern slopes of the high ground overlooking Ajax Bay; 3 Para having captured Port San Carlos were now occupying the high ground of Settlement Rocks and Windy Gap. The loss of the *Atlantic Conveyor* with three Chinook and eight Wessex helicopters meant that only smaller troop lift helicopters and only six Sea Kings and five Wessex were available for all troop and logistic movement ashore this made it obvious that any major advance would have to be done on foot, and it was 50 miles to Stanley even as the crow flies. One unit might be able to be moved by air, but the remainder would have to 'yomp'. Thompson's logical and tactical thinking, knowing that the enemy was in superior numbers, was to await the arrival of 5 Infantry Brigade and more helicopters; but his masters in London wanted action. The first move was to occupy Mount Kent with D Squadron SAS and their reconnaissance patrols were flown forward on 24 May to secure a safe landing position, into which 42 Commando with supporting artillery could later land in a helicopter night move. This was completed on the night 30/31 May. SBS patrols had been inserted to report on Teal Inlet and Douglas Settlement was understood to be clear of enemy.

Bombilla Hill

As 2 Para were moving southwards for their attack on Goose Green, 45 Commando left Ajax Bay by LCU for Port San Carlos at first light on 27 May, where they disembarked and started their long yomp eastwards. Each man had at least 120 lbs on his back and many more than that. Rucksacks had to be carried as no helicopters were available to bring them forward later. The going on this first 15 miles to New House, two thirds of the way to Douglas Settlement, was undoubtedly the hardest. The peat bog and rock runs, coupled with scree and tufted grass caused the ankles to turn over and interrupted any marching rhythm. The marines walked in a single file snake, over 550 men

in all. Although the weather was reasonable and the country undulating they reached New House about 2200, it rained that night and most woke to find their sleeping bags soaked through, little comfort to an exhausted infantryman. Next morning they reached Douglas, devoid of enemy, and after a short rest they continued on to Teal Inlet a further 15 miles away in a more tactical formation. Meanwhile 3 Para, who originally planned to follow 45 Commando, had local information that a route to Douglas via a track south of Bombilla Hill might be easier. Their experiences on this yomp were similar to those of 45 Commando. Leaving at 1100 on 27 May they marched for a whole 24 hours before reaching their lying up position near the Arroyo Pedro river, an astonishing 21 miles. They left a rebroadcast team on Bombilla Hill which gave Brigade Headquarters a secure voice link to their forward troops. At last light they again moved forward and met up with the SBS team before securing Teal Inlet by 2300.

Top Malo House

No 4 Troop, Blues and Royals, who had initially landed with 40 Commando, were due to accompany 45 Commando and 3 Para forward. However once on their way, the CRV(T)s found the boggy ground surprisingly easy going. They were also used in the role of stores carrier for heavy equipment and ammunition, but their capacity was very limited. 3 Para even made use of a couple of farmer's tractors to help move stores forward. 24 hours rest for the yomping troops helped to heal a few sores but the British DMS boot had not stood up well to the constant marching in wet conditions and many cases of trench foot were dealt with. 3 Para moved out of Douglas on 30 May for another remarkable march of over 20 miles to Estancia House from where they could see Mount Kent, while 45 Commando also continued their march on 4 June along the same route. It had been planned for 42 Commando with three 105mm guns of 29 Commando Regiment to fly forward to the slopes of Mount Kent, now reported clear of enemy, on the night of 29/30 May, but bad weather delayed them for 24 hours. By first light on 31 May they had occupied the summit of Mount Kent without resistance, and later that day Tactical Brigade Headquarters

moved forward to Teal Settlement while their BV202Es with heavier radios motored across the bleak countryside. It was on this day that the Mountain and Arctic Warfare Cadre carried out their successful attack on Top Malo House against Argentine Special Forces. Major General Jeremy Moore and his HQ Land Forces arrived at San Carlos on 30 May, relieving Thompson of the overall strategy of the campaign and allowing him to concentrate on leading his own Brigade in the final battle for Stanley. He put 2 Para under command of 5 Infantry Brigade and retained 40 Commando in their defensive role around San Carlos Water, much to their dismay.

4 June

By 4 June the remainder of 3 Commando Brigade were in position along the Mount Vernet, Mount Kent and Mount Challenger ridge and to Thompson's fury he heard yet another BBC World Service broadcast that announced that Teal Inlet was the headquarters of the attacking force. Although he had ground support, he had no Rapier posts capable of defending the forward areas against unexpected Argentine air attacks, which fortunately never materialised. There was now only one line of hills to go before occupying Stanley and names like Harriet, Longdon, Two Sisters and Tumbledown were just entering the vocabulary.

The editor is grateful to Commodore Michael Clapp CB who was Commander Amphibious Task Group, for his valued input. The troops needed time to fight their way to Stanley and be properly supported close to the front line. His men took huge risks to achieve this.

Additional material The Falklands Military Machine by Captain Derek Oakley MBE RN

Bombilla Hill.

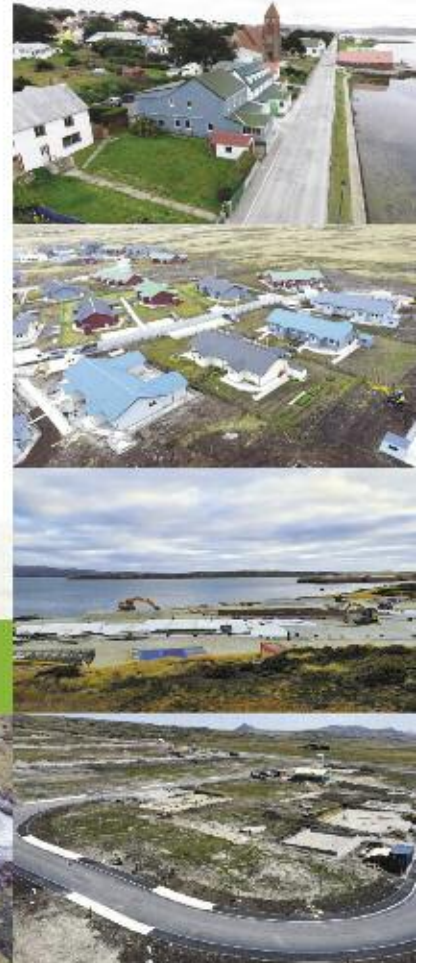
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The Falklands terrain and harsh weather were another constant challenge of the Royal Marines of 3 Commando Brigade. Returning to Mount Kent from Mount Challenger.
All photographs courtesy Peter Holdgate



THE 'YOMPER'

from the former Commando Forces photographer,
Petty Officer Peter Holdgate



They are the extraordinary images, capturing the brave spirit of British troops sent to reclaim the Falkland Islands in 1982. I had no idea that 'The Yomper' photograph would represent victory in the Falklands 40 years on.

Forty years ago I was privileged to be counted amongst an exceptional 'band of brothers' that were instrumental in retaking the Falkland Islands - 3 Commando Brigade, Royal Marines.

After the night battles to take the enemy positions on Mt Harriet and Two Sisters, we were advancing through the minefields west of Stanley, towards our next objective, Sapper Hill. Moving along the Moody Brook track, I was fortunate enough to capture this image of the back of Cpl. Peter Robinson of 40 Commando RM, who was actually attached to 45 Cdo RM at the time...

Initially, the flag was hanging limply from his radio antenna, as he passed me through the minefields earlier, but after I dropped in behind Cpl. Robinson, I followed in the hope that it might just make a picture. Ironically, we had just heard that a white flag had been spotted fluttering in Stanley, and then, as if right on cue, a southerly gust of wind blew and filled that Union flag making the picture I wanted !

However at the time, tired and without sleep for 48 hrs, little did I know that the image would become so synonymous with the Falklands War. Today, I pay tribute, and remember friends and members of 3 Commando Brigade RM, indeed all our servicemen that never came home from that war.



Peter Holdgate (above). Below, an Argentinian Mirage attacking Sir Bedivere in San Carlos Water.



Cross Decking to HMS Fearless.



The 'Yomper' statue, Portsmouth.
Peter Robinson and Peter Holdgate.





1982 - 2022



LEVEL
PEAKS



General Sir Michael Rose KCB CBE DSO QGM

Commanding Officer, 22nd Special Air Service, Falklands Campaign, 1982

The Falkland Islands war was the first amphibious operation that the 22nd Special Air Service had fought in since WW2. Having been left off the original order of battle, the Regiment had to rely on the goodwill and support of people at all levels from across the Royal Navy, the Royal Air Force and the Army in order for its patrols to be able to carry out its vital tasks of intelligence gathering and offensive operations against the Argentine Forces. The Regiment also received vital assistance from its Special Forces counter part in the USA, who not only sent Stinger missiles and other leading-edge weapons but also man portable tactical satellite communications systems that allowed us to pass messages quickly and accurately across the wide distances involved. But without the willingness of everyone to help us, depart from convention, and to just get on with what was needed, - it simply would not have been possible for the SAS to make the vital contribution that it did make in 1982.

The Falkland Island war demonstrated yet again how morale and know-how can be more important than military hardware. For the British Task Force was fighting a long way from home, in adverse weather conditions and against a militarily superior enemy, - and against all odds it came out on top. It clearly showed that success in war principally comes through a determination to succeed and an ability to solve problems on the ground, at sea and in the air. One of the SAS reconnaissance patrols was deployed for a 28 day continuous period in the mountains of the Falkland Islands. They had no modern waterproof clothing and its soldiers went for days without resupply, literally, near starving towards the end. Yet in the words of the patrol commander, 'their heads never went down'. They knew that success in the forthcoming battle for Port Stanley depended on their reports about the whereabouts and combat effectiveness of the Argentine enemy.

On the SAS memorial in Hereford, there are 21 names of soldiers and airmen from the SAS who died during the Falkland Islands war. There may be some outside the Regiment who might question whether this appalling loss of life could ever be justified. But no one involved, - including those who lost loved ones and those who still suffer the consequences of that war, - have ever expressed such a view. We fought to preserve the ideals of freedom and justice, - principles which are not divisible or negotiable. Through our victory and their sacrifice we liberated the people of the Falkland Islands, gave new heart to the British people and helped bring democracy to the people of the Argentine.

40 years on, we still remember those who died in that war. We honour them and we feel privileged to have been their comrade in arms.

General Sir Michael Rose KCB CBE DSO QGM

SAS RAID AT PEBBLE ISLAND

The long narrow shape of Pebble Island lies east to west across the western approaches to Falkland Sound. On 23 April, an Argentine aircraft landed on the airstrip there near the settlement which was home to the 25-strong farming community, supposedly to deliver the mail. One of the occupants of the aircraft surveyed the strip, walking some length along the main runway. A few hours later a UH-1 helicopter landed on the strip, depositing an Argentine Army patrol who then marched into the settlement and demanded that all radio transmitters of any kind be handed over. The leader of the soldiers stated that the occupying forces would send a patrol to Pebble Island from time to time, but otherwise they would be completely cut off from the outside world, a worrying prospect for the islanders as they would have no communications in case of emergency.

Grupo 3 de Ataque

Only the following day the initial statement regarding the future of Pebble Island was proved a lie. A Short Skyvan twin-engined transport aircraft of Prefectura Naval Argentina, the Argentine Coastguard, landed on the airstrip, and disgorged a large party of Argentine Air Force ground personnel. This was followed by a number of T-34C-1 Turbo Mentor training and light ground-attack aircraft from 4 Escuadrilla de Ataque, who began patrol and training flights almost immediately. Over the next week stores and provisions were brought in before on 30 April the first Pucara twin-engined ground attack fighters from Grupo 3 de Ataque arrived on the strip. The airfield was now home to an estimated 150 Argentine personnel, and the local population were practically confined to their houses by these men, except for trips to gather food. The Argentine personnel were very nervous for three reasons, the strip and preparations were unfinished, the expected garrison of 400 troops were not in place, and they were expecting an attack by the British against what was now the only major Argentine position on West Falkland and its islands. They did not have long to wait.

Keppel Sound

On the night of 11/12 May an eight man patrol team from Boat Troop D Squadron 22nd Regiment SAS were landed by Sea King on Keppel Island, south of the western end of Pebble. The helicopter landed between Mount Keppel and Cove Hill, screening the event from Argentinian forces on Pebble

Island. The eight men were carrying canoes as well as their full equipment, and yomped overland to a point near the abandoned airstrip on the eastern end of Keppel Island. Here an Observation Point was set up to ascertain the movement of Argentine troops on Pebble, particularly in the area the SAS troopers intended to canoe across too. They remained here for twenty-four hours on watch, before continuing their journey by canoe on the evening of 13 May across the dangerous Keppel Sound. The current and tides in this stretch of water were extremely hazardous, but the team had been well briefed and avoided the worst of the difficulties. Immediately on landing on Pebble Island, a two-man team went forward almost half the length of the island to First Mount, which overlooked the airstrip and the settlement. An Observation Point was set up, and detailed surveillance began, locating the ammunition and fuel dumps, as well as the important radar equipment, which could detect any attempt at a concealed approach by the British Task Force. This indeed was the whole point of the attack, the radar and the Pucarás represented a serious threat, and had to be eliminated as the island lay close to the approach routes to the intended landing area.

HMS Broadsword

The wind had risen during the day of the 14 May, and since it was intended that the main force to attack the airfield be landed by helicopter there was general concern about the ability of the Sea Kings to operate at long range. The task group of ships to support the attack were the aircraft carrier HMS Hermes, the destroyer HMS Glamorgan and the frigate HMS Broadsword. The three warships approached Pebble Island from the north as darkness fell on the night of 14 May, but HMS Broadsword's Sea Wolf system, the only long-range air defence for the group, became defective. HMS Broadsword fell further and further behind the line of advance in the terrible weather as her crew tried to fix the vital system. HMS Glamorgan slowly closed to within only seven miles of the coast of Pebble to provide naval gunfire support, and the incredibly valuable, and therefore vulnerable HMS Hermes closed to within forty miles of the coast, much closer than planned, to give the 846 Squadron Sea Kings a fighting chance in the high winds. Considering that Pebble Island was much closer to the Argentine mainland than any previous foray by the carriers, this was a calculated risk and a very brave manoeuvre. The party ashore radioed that all the targets had been identified with eleven aircraft on the airfield, and recommended that the raid take place that night. They marked out landing sites for the helicopters that would ferry the 48 troopers of D Squadron 22nd Regiment SAS and one naval gunfire expert, and all was ready.

Captain John Hamilton

The Naval Gunfire Support Forward Observer (NGSFO) was none other than Captain Chris Brown RA from 148 Battery of 29 Commando Regiment Royal Artillery, the same officer who had performed no small wonders in the re-capture of South Georgia. He would be directing the 4.5 inch guns of HMS Glamorgan in direct support of the SAS raid. The Sea King HC4 pilots flew into the landing zone using passive night vision goggles and the SAS team split up into an assault group and support group to give covering fire. The landing had been delayed by the weather, and the troopers had a long march with their full equipment as well as the mortars and rounds for them. Early in the morning of the 15 May, HMS Glamorgan began delivering 4.5 inch shells at the rate of one a minute under the direction of Captain Brown. The GPMG teams opened fire and kept the Argentine troops pinned down in the settlement area, while their colleagues went to work on the airfield. Using plastic explosive with short fuses, the SAS teams led by Captain John Hamilton destroyed all eleven aircraft, six Pucarás, four Turbo Mentors and the Short Skyvan, as well as the radar installation, fuel and ammunition dumps. The aircraft were attacked with teams destroying the same area of each to prevent the Argentines from assembling flyable aircraft from cannibalising the wrecks. With the resounding success of the raid, the teams began to withdraw at 0745 in the morning.

Withdrawal

By this time, the Argentines had managed to organise a response, and a sharp firefight began. The officer rallying the Argentine troops was identified and promptly shot, and the counter-attack dwindled almost immediately. The withdrawal then continued almost unopposed, except for the detonation of a remotely controlled mine which was set off too late to have any real effect, but managed to slightly wound two of the SAS troopers. The entire force boarded their helicopters without loss, and returned to the Task Force, having crippled the base, and ended any threat it and its aircraft posed to the proposed landings. *Source: Essential Histories, The Falklands War 1982.*

THE SAS REGIMENTAL ASSOCIATION



The Association is proud to support those who served during the Falklands Conflict

IN REMEMBRANCE



Port Howard, West Falkland.

*In tribute and remembrance to the memory and gallantry of Captain John Hamilton MC from the community of **Port Howard Farm**, West Falkland. We take great pride in tending John's resting place at Port Howard Cemetery.*

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 led 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 its strength in a helicopter crash the previous day, Captain Hamilton led the remainder of his men on 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 instrumental over seven days of continuous operations in seizing this vital ground from which the attack on Port Stanley was ultimately launched. On 27 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 Royal Marines to fly in as planned to reinforce the position on 31 May, an important step in the repossession 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 2500 metres from the enemy, from which he sent detailed and accurate reports on the enemy. Shortly after dawn on 10 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



CAPTAIN GAVIN JOHN HAMILTON MC
The Green Howards (Alexandra, Princess of Wales's Own Yorkshire Regiment)
OC 19 (Mountain) Troop, D Squadron, 22 SAS

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 could continue to hold off the enemy while the signaller made good his escape, and he then proceeded to give further covering fire. Shortly after that he was killed on Many Branch Point Ridge.

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 GREEN HOWARDS ASSOCIATION



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PEBBLE ISLAND LODGE

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Pebble Island

Located off the north coast of West Falkland, Pebble Island is the third largest of the offshore islands. The first record of the island is from Sir Richard Hawkins in 1594, who passed by in the Dainty naming it 'The Faire Island'. By 1766 the name Pebble Island was established, following discovery of the beautiful, semi-precious pebbles on a few remote beaches. Pebble's pristine sand beaches, moor lands and rocky peaks, extensive wetland area, and dramatic coastal cliffs are all vital habitats for a wide-ranging population of rare birds. In 1982 the island saw some intense military activity, most notably the SAS raid and the sinking of HMS Coventry 18 miles (29km) NNW of the settlement. Since 1861 Pebble Island has been owned by Dean Brothers Ltd and run as a sheep farm.

Pebble Island Lodge

In the settlement, located close to 4-mile-long Elephant Beach is Pebble Island Lodge. Built in 1928 as the farm manager's house, it is now owned by Riki Evans and remains a focal point of this remote island community. Following the SAS raid, the locals were incarcerated here for a month. Converted to a lodge in 1987, great care has been taken to ensure that it retains the atmosphere of a traditional Falkland farmhouse. It provides visitors from around the world with a superb base from which to explore a wildlife-rich environment.

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JOURNEY TO THE SOUTH ATLANTIC



Rupert van der Horst

As the news of the Argentinian invasion came in, the UK's Armed Forces had to assemble the Task Force to recover the Falkland Islands extremely quickly. Veterans with a connection to SSAFA, the Armed Forces charity told us about their journeys South.

Royal Marine Officer Rupert van der Horst and now SSAFA Volunteer Caseworker was amongst the first of the British forces to be mobilised in response. Rupert and most of his fellow Commandos of 45 found themselves on RFA Stromness, a Royal Fleet Auxiliary vessel. Ahead of the Falklands 40 anniversary, Rupert described the scenes of departing the UK and heading to the Falklands.

"When we left to go to the Falklands, there were sailors lined up on ships cheering us, there were members of the public waving to us as we went from Portsmouth, cars flashing their headlights on the Needles. A great farewell. It took forever to get down to the Falklands because they were negotiating and all that so we had two weeks at Ascension Island on the way down and the fleet got bigger and bigger."

Commander Nigel David "Sharkey" Ward, DSC, AFC, is a retired British Royal Navy officer whose family was supported by SSAFA when his eldest son died. Sharkey commanded 801 Naval Air Squadron on board HMS Invincible during the Falklands War, he reflected to SSAFA on 'that' phone call: "...so, then came Friday morning at the beginning of April and I was up in Rutland where my in-laws lived. Four o'clock in the morning my mother-in-law came into my bedroom and I'm a heavy sleeper and she shock me and said, 'Sharkey, Nigel, get up, the Navy want to speak to you on the phone, they said the commander of the Yeovilton or something.'

"So, I leapt out of bed, picked up the phone and said, 'Yes, Lieutenant Commander Ward here.' He just said, 'This is the duty Lieutenant Commander Yeovilton, you are to mobilise your squadron for war immediately' and put down the phone.

On the 19th April HMS Ardent set sail from Devonport, under the command of Admiral the Lord West. The Type 21 Frigate had arrived in Plymouth after exercise in the Arctic. Admiral the Lord West, shared his memories of setting for the Falklands with SSAFA: "I headed back towards Plymouth and went through some really, really bad weather, my gun was damaged, my main armament, got back into Plymouth about 8 days before the Argentinians invaded the Falklands.

"And when I got into Plymouth, the dockyard foreman came on board, looked at the gun and everything and said, 'This will take about 12 or 14 weeks to sort this out,' and then the Argentinians invaded the Falkland's and the day later, the dockyard chap came on board and said, 'We'll sort it out in three days!'"

"And when we then sailed a few days later and I don't think still the ships company thought there would be a war, they knew we'd sail, they didn't think there'd be fighting, I made it very clear to them... I said, 'There will be a fight. Let's not kid ourselves. There is absolutely going to be a fight,'

and it wasn't really until the Sheffield was hit by an Exocet and then abandoned a little bit later, that they realised this is for real.

Paul Moore, was an Airborne Royal Engineer attached to 3 Para, is now the Chair of the SSAFA County Durham Branch. Paul recounts his journey South: "... we sailed south on a North Sea ferry called the MV Norland. I remember the day we got on the ship and we were shown our bunks and which were right down on E Deck. Of course, they had bussed our wives down to the port and they were all on the dockside. The band of the Parachute Regiment were playing Ride of the Valkyries as the ship pulled away from the dock, and we all thought that it all seemed to be like one of those old WW2 movies that you see."

"As we got further away and you couldn't see anyone anymore... someone nudged me and said, 'Look at that,' and up on the headland as we were leaving Portsmouth, there's a car park. It's probably a mile from the ship and there was a car up there and there was someone flashing 'V' in Morse in their headlights. That was very special and I think a few of us had lumps in our throats at that point."

"I remember the day that it came over the tannoy that HMS Sheffield had been hit with considerable loss of life and there was almost a collective intake of breath. Bear in mind, that Sheffield was the first capital ship that we'd lost since World War 2. It was a real sobering moment. It got very real very quickly."

The Royal Navy lost several warships including HMS Ardent and HMS Sheffield to attacks from Argentinian aircraft. British forces landed on the islands on 21 May. After a series of engagements against a well dug-in but ill-trained conscripted Argentinian Army, they began the battle for Stanley, the islands' capital on 11 June. General Mario Menendez surrendered to Major General Jeremy Moore, Commander of the British Forces on the Falkland Islands, on the evening of 14 June 1982.

On 6th April 1983, 541 relatives of the 255 fallen embarked on their long, sad journey to the Falkland Islands. In the Escort Party which accompanied the bereaved families to provide sympathetic support was Mrs Anne Woodruff, SSAFA's Senior Social Worker. At the AGM the following year, Colonel John Ansell, Secretary of the South Atlantic Fund, paid tribute to SSAFA's voluntary representatives for 'their enormous work that goes on quietly, patiently and utterly uncomplainingly, behind the scenes'.


For more information or to receive support from SSAFA, visit ssafa.org.uk.



Nigel David 'Sharkey' Ward DSC



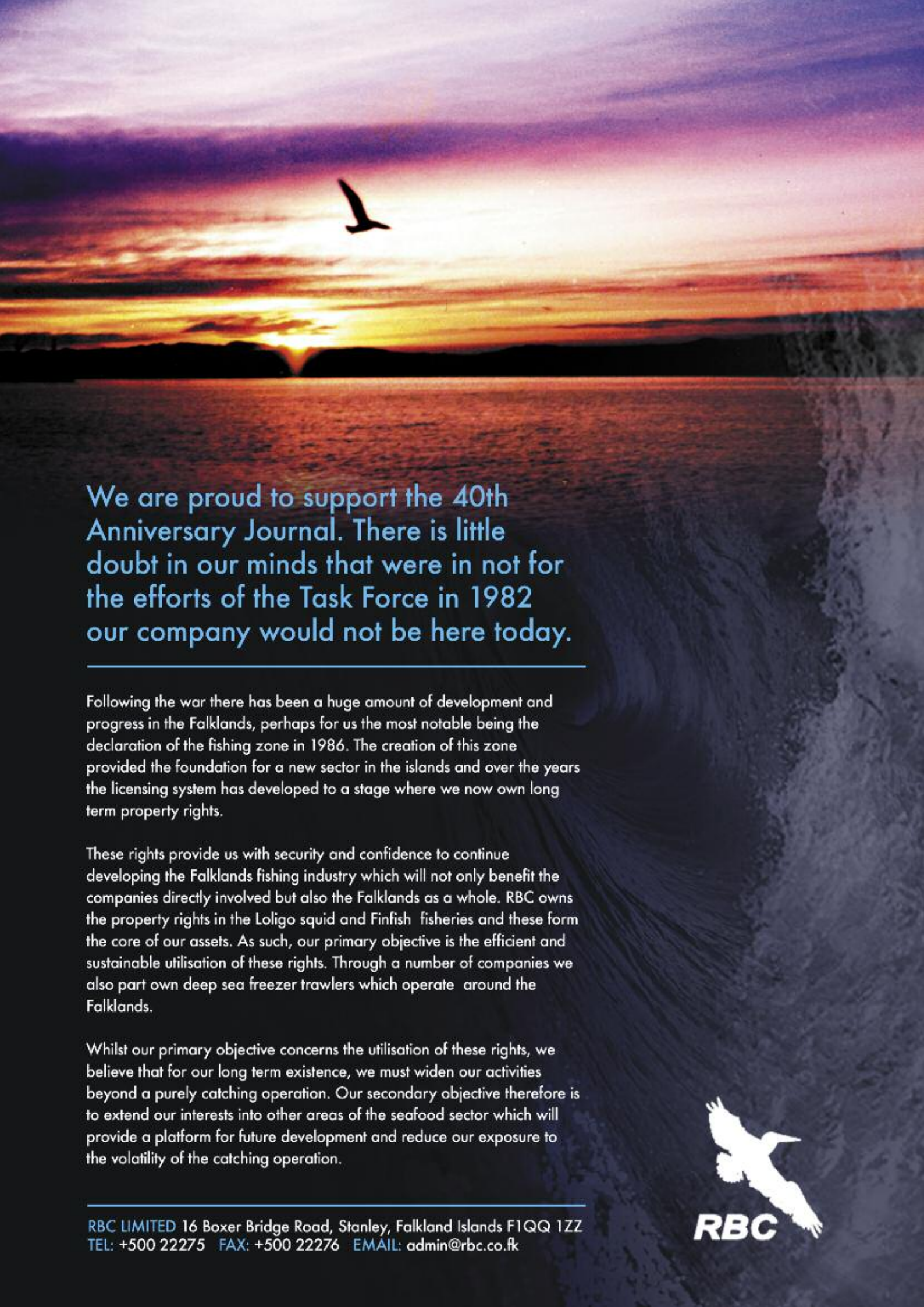
Paul Moore



On this 40th anniversary, as we remember those who made personal sacrifice, Her Majesty's Government of Gibraltar and the People of Gibraltar send the Government and People of the Falkland Islands our very best wishes for the future, in solidarity with your aspirations as a people and your inalienable right to self determination.



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We are proud to support the 40th Anniversary Journal. There is little doubt in our minds that were it not for the efforts of the Task Force in 1982 our company would not be here today.

Following the war there has been a huge amount of development and progress in the Falklands, perhaps for us the most notable being the declaration of the fishing zone in 1986. The creation of this zone provided the foundation for a new sector in the islands and over the years the licensing system has developed to a stage where we now own long term property rights.

These rights provide us with security and confidence to continue developing the Falklands fishing industry which will not only benefit the companies directly involved but also the Falklands as a whole. RBC owns the property rights in the Loligo squid and Finfish fisheries and these form the core of our assets. As such, our primary objective is the efficient and sustainable utilisation of these rights. Through a number of companies we also part own deep sea freezer trawlers which operate around the Falklands.

Whilst our primary objective concerns the utilisation of these rights, we believe that for our long term existence, we must widen our activities beyond a purely catching operation. Our secondary objective therefore is to extend our interests into other areas of the seafood sector which will provide a platform for future development and reduce our exposure to the volatility of the catching operation.

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VULCAN 607

It was the most daring RAF raid since the Dambusters: Flying a jet 20 years past its sell-by date 4,000 miles beyond its range to bomb a target a few yards wide...the result was to change the course of the Falklands War.

Mission impossible many people called it - an attempt to fly an ageing British jet bomber 4,000 miles beyond its maximum to bomb a 40-yard wide target from a height of 10,000ft.

The Pentagon believed it was impossible. So, privately, did others commanding the British Task Force sailing south towards the Falkland Islands after their invasion by Argentina in the spring of 1982. And for the six-man crew of Vulcan 607, in the early hours of April 31, it was beginning to turn into a suicide mission. Martin Withers and his co-pilot Dick Russell were 300 miles north of their target: the airstrip near the Falklands capital Port Stanley. It had to be destroyed to stop Argentine fighter jets using it to attack the task force. They still needed 14,000lb of fuel to carry out their mission and - if they survived the ground-to-air missiles from the heavily fortified capital - to reach the refuelling rendezvous off the coast of Brazil, 300 miles east of Rio de Janeiro.

Headed for the Scrap Heap

As it headed towards the Falklands the final mid-air refuelling of the Vulcan was beginning. Withers eased his plane into position behind the Handley Page Victor tanker, the last in an immensely complex alternation of 11 tankers and 15 fuel transfers which had been involved in getting the bomber this far. Once settled in its wake, less than 20 yards from the Victor's tail-cone, and plugged into its trailing fuel hose, Withers waited for the red lights at the base of the hose to flash green to show that fuel was flushing into the Vulcan's tanks through the four-inch pipes that ran beneath his feet. The gauge spun up to 7,000 gallons - just a fraction of its total fuel capacity of 36,000 - and then the tanker signalled

that it could give them no more. Withers was baffled and furious. Just as he was approaching his target, he was being left in the lurch. He had no way of knowing that the tanker was even lower on fuel than the Vulcan and had probably sacrificed its crew to give the Vulcan a fighting chance of making the rendezvous.

"We don't have the fuel to carry out the mission," radioed the electronics officer from the back of the Vulcan. "I'm sorry, that's it. I have no more fuel to give you," replied the Victor's pilot, Bob Tuxford, as the tanker decoupled and turned north into the night.

Handley Page Victor K2

Dick Russell, the only man on board the Vulcan with any real experience of air-to-air refuelling, knew what the failsafe procedures were. He told Withers that to guarantee the safety of the aircraft they should abort the mission. If they were to succeed and then lose the bomber as the tanks ran dry, they would face disaster. Really it was a miracle they had got this far. The nearest British base, Ascension Island, was 4,000 miles away to the northeast - too far for C-130 transport planes to deliver troops. But it was British sovereign territory. The only aircraft in the entire RAF which could fly to the Falklands from a friendly base was the Handley Page Victor K2, a bomber which had been turned into an air-to-air refuelling tanker. The Tornado GR1s were too new and unproven to be risked, even if they could be refuelled, and it would need a convoy of Sea Harrier jump jets to drop the same weight of bombs and an aircraft carrier nearby - which itself would be most vulnerable to fighters based at Port Stanley. That left the Vulcan nuclear bombers. None of their crews had practiced dropping conventional bombs for ten years. And they hadn't practiced air-to-air refuelling for 20 years. Had not the Chief of Air Staff, Sir Michael Beetham, himself been a pioneer of the technique, nobody would even have considered them. Of the ten Vulcan bombers requisitioned, only three had accurate bomb delivery and powerful enough engines for the task. Each had its own quirks and eccentricities. Parts were hard to find. A vital

The Crew of Vulcan 607, from left to right: Flying Officer Pete Taylor, Flt Lt Bob Wright, Flt Lt Martin Withers, Flt Lt Hugh Prior and Flt Lt Gordon Graham.

refuelling component was salvaged from a groundcrew room where it was serving as an ashtray. The bomb cradles in which conventional bombs could be carried, not used since the Vulcans turned nuclear, were hard to find; some turned up in a scrapyards in Newark, Notts. The nose-mounted probes on which the hoses clamped for air-to-air refuelling frequently sheared off during the intensive training that the pilots were now undergoing; replacements had to be found from military museums. Then there were the navigation problems.

4000 Miles to Stanley

The Vulcans would have to fly over 4,000 miles of open ocean, without a single surface feature that the radar officers could use to fix a position. There were no detailed maps of the area and, at that time, no satellite imagery. The only reliable instrument was a sextant which, as in Nelson's day, was used to chart the aircraft's position relative to the angles of the stars. Not until late in the planning did someone remember that the old Vickers Super VC10 airliners, abandoned by British Airways, had a carousel inertial navigation device which, once aligned to true north, was accurate enough to get them there. The Argentinian armed forces meanwhile were consolidating their advantage on the Falklands, confident in the belief that could not be attacked. They had occupied the islands on April 2. Within a few days they had flown in Marine detachments armed with 30mm cannon and Tiger Cat optically guided surface-to-air missiles. An anti-aircraft battery went up behind Stanley Town Hall. Residents, powerless to resist the invader, watched a constant stream of aircraft flying in: C-130s, Fokker F-27s and F-28s and British-built BAC 1-11s. A skilful Argentine pilot even landed a fully-laden four-engined Boeing 707 on the small Stanley airstrip. By the end of April, the islands were bristling with defences.

What really worried Simon Baldwin, the Flight Commander back in Waddington, were not the Tiger Cats but the Swiss Oerlikon cannon which could punch through a two-foot slab of steel and fire high-explosive shells 6,500 feet into the air. The Franco-German Roland radar-guided missiles were even more deadly.

On April 29, three Vulcan bombers took off for Ascension Island, so heavily laden with fuel and cargo that they could hardly stagger into air. Ascension is leased by Britain to the US which, in return, provides 'logistical support' - at that point it was overrun by British aircraft and servicemen, with hundreds more quartered on the Task Force flagship, the requisitioned liner Canberra offshore. The following morning, Jerry Price, the senior RAF officer on Ascension Island, received the order for Operation Black Buck, the codename given to the mission to bomb Port Stanley airfield. Two more Victors arriving from England, completed the force: 14 tankers, representing more than half of the RAF's entire tanker fleet. He was going to need every one of them. Together with his operations team, Price now laboured over the fiendishly complicated refuelling plan - their only computer assistance a £3.99 pocket calculator bought at a market.

Operation 'Black Buck'

The tankers would refuel each other, then the last tanker to refuel the Vulcans before their bombing run would then turn north to the rendezvous, where more Victors would be waiting to transfer enough fuel for the Vulcans to make it back to Ascension. The crews all knew they were entering uncharted territory. If the mission succeeded, it would be the furthest bombing raid in history. Before their night flight, few managed to sleep. The Vulcan radar officers carefully removed the safety pins from the 21 1,000lb bombs hanging in the bomb bays. Among the security codes and the authentication codes were the two words Superfuse and Rhomboid. The first was to be transmitted if the bomb run was successful, the second if it failed. Whatever the outcome of Operation 'Black Buck', by the following morning Britain would be committed to war. In case the Vulcans were shot down, the crew had to memorise the coordinates of remote safe houses on the Falklands where they would wait to be picked up: for three nights a Sea King helicopter would come looking for them. They were also handed bullets and pistols. The men pulled on their flying suits and then eased into their tough rubber immersion suits, zipped front and back and sealed tight at the cuffs and neck. If they ditched in the South Atlantic without them, they would last three hours at most.

At 10.30 pm on April 30, the first aircraft fired up its engines to full power. Followed by the other aircraft they hoisted their massive fuel loads into

the sky. Within minutes, the lead Vulcan was in trouble. The red pressure-warning light was on and a alarm sounded. One of the little portholes had come unstuck and could not be resealed. In the cabin, the temperature was dropping to minus 30 as the plane climbed towards 20,000ft. There was nothing to be done. Vulcan 598 had to return to base with its bitterly disappointed crew. The entire operation now depended on Martin Withers and his team in the second Vulcan, 607. Then a tanker had to pull out. Of the 14 Victors on Ascension two had now failed and been replaced. A minimum of 10 Victors were needed to make the refuelling plan work. If there was another failure, Price would have to abort the mission. The crew of 607 went through their well rehearsed routines, checking through the walls of dials, and flickering needles that surrounded them. On the flight deck, Withers and Russell held 607's place in the formation as they waited for the last two refuelling operations to commence. Two of the final four tankers fuelled each other and then the Vulcan in a 500mph dance and left with just enough fuel to get home. Radar was switched off to avoid being detected by the enemy. Further on, the last two tankers were busy fuelling each other before giving the Vulcan the fuel it would need to return from its bombing mission when, at 40 degrees south, the convoy flew into the path of a raging electrical storm.

Rapidly diminishing fuel

The two Victors were thrown around and the fuel hose thrashed between them. Suddenly with a loud crack the probe sheared off one of the tankers which was due to shepherd 607 to its last refuelling. The tanker disengaged and was left with just enough fuel to get back to Ascension, leaving Bob Tuxford's tanker with rapidly diminishing fuel. He gave what he could to 607 and narrowly avoided ditching on the way back to Ascension. In the Vulcan, Withers was furious. They were already 37 minutes behind plan. But as Russell warned him to turn back, Withers consulted the others and made his decision. "We're short of fuel, but we've come this far," he told them. "I'm not turning back now." At 290 miles away from the target, 607 began a shallow descent towards Port Stanley. Even now they could not be certain where they were. The inflight navigation system gave two different compass readings. The Radar Officer, Bob Wright, and the Navigator, Gordon Graham, had split the difference. If they were on course, the computer would respond with the information needed for Wright to get the bombs on target but only when the radar was switched on again - seconds before the planned drop. Simon Baldwin in Waddington had worked out that the bomber should approach low to minimise its 'footprint' and then climb upwards to 8000 or 10,000 feet to try to stay clear of the "kill

zone" of the Argentinian defences before unleashing its weaponry. As Vulcan 607 streaked towards her target, Graham called the mileage before the rapid climb, and Hugh Prior, the electronics officer, made sure that the chaff and decoy flares, which would be fired to draw enemy fire, and the American Dash 10 detection jammer were operational. A radar contact appeared: 607 was dead on target. It was 4.30 in the morning, local time, when the Vulcan roared upwards, straight into view of the Argentine search radars. But the young radar operators were unperturbed. The bomber could only be one of theirs - this had not been a shooting war so far.

During the few minutes it took the Argentinians to wake up to the fact that this was in fact an enemy aircraft, the Vulcan had soared to its 10,000ft altitude and levelled off for the bomb run. Its speed was 400 mph. From this moment the aircraft could not deviate, even if enemy radar was locked on them. At this height the runway would have been the size of a scratch of a fingernail on the map and the bomb run had to be precise to a few yards.

Heroes' welcome

Two miles from the runway the first of the thousand-pounders fell away from the Vulcan's cavernous belly. When all 21 were away, Withers turned the Vulcan in a steep curve, in time for the crew to see a blossom of fire as the first bomb bored deep into the centre of the runway and detonated. Other blasts hit the airfield, gouging out massive chunks of its surface. Vulcan 607 did, in fact, have enough fuel to make the rendezvous. It returned to Ascension Island and a heroes' welcome. The most ambitious sortie since World War II, had by the skin of its teeth been successful. The damage destroyed any remaining hopes Argentine forces had of using the runway for their fast jets. Their entire Mirage fighter force had to be moved promptly back to the north of Argentina, and any jet cover during the coming British invasion would have to come from the mainland. It shook Argentine morale to the core and provoked Galtieri's decision to order a naval offensive against the British Task Force, which had disastrous consequences for the Argentine Navy. The V-bomber had been designed decades before to reach into the snowy wastes of Soviet Russia, but had never been used in anger. Their last outing, to a part of the world no one had dreamed they would visit, had finally justified these beautiful aircraft.





message from

Andrew Rosindell MP

Secretary, Falkland Islands All Party Parliamentary Group
and Member of Parliament for Romford

In 1982, Britain showed the world that our nation would always be prepared to fight for the freedom, liberty and democracy of Her Majesty's subjects, if ever they were threatened.

It was these values of freedom, democracy and liberty which came under direct attack when an Argentinian dictator attempted to use the military invasion of the Falkland Islands to save his own leadership, by sending young Argentinians needlessly to die into battle. The 40th anniversary of the successful liberation of the Falklands Islands, therefore provides a poignant moment to not just commemorate the 255 British servicemen who gave their lives so that the people of the Falkland Islands could live under protection of The Crown, in peace and freedom which they continue to enjoy today, but also to renew our nation's commitment to defending those values which we hold so dearly.

As Secretary of the All Party Parliamentary Group for the Falklands Islands, I am proud that Britain stood by the Falklands Islands to respect the principle of self-determination. As long as the people of the Falklands Islands want to continue with their status as a British Overseas Territory, they must always be able to do so. I hope that will be for ever. We must continue to be resolute in backing the Falklands Islands, support the wishes of the islanders and defend the Queen's territory.

As Vladimir Putin attempts a similar position in Ukraine to detract from his own domestic failings, the words of Margaret Thatcher that I listened to at the age of 16, sitting in the Conference Centre in Brighton, when she spoke to the Conservative Party Conference in 1982, ring truer than ever today. Through her unequivocal declaration that 'peace, freedom and justice are only to be found where people are prepared to defend them', Mrs. Thatcher's steadfast leadership provided our troops with the most powerful weapon of all; the moral and intellectual resolve which emphasised that British troops were fighting for what was legally and morally virtuous.

As we remember the 40th anniversary of the Falklands War, it is important to use this moment to reaffirm Britain's steadfast commitment to the Falklands Islands and to unequivocally remind the world that the Falkland Islands have the United Kingdom's complete support to remain under the Union Flag as a cherished part of our great British family.

Andrew Rosindell MP

2022

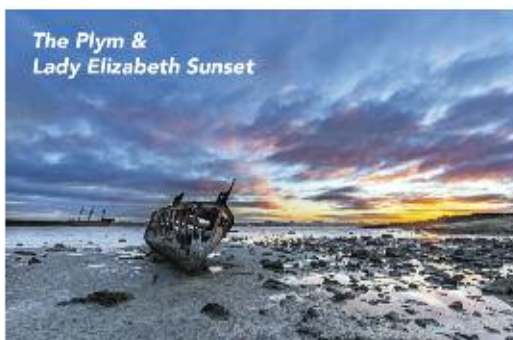
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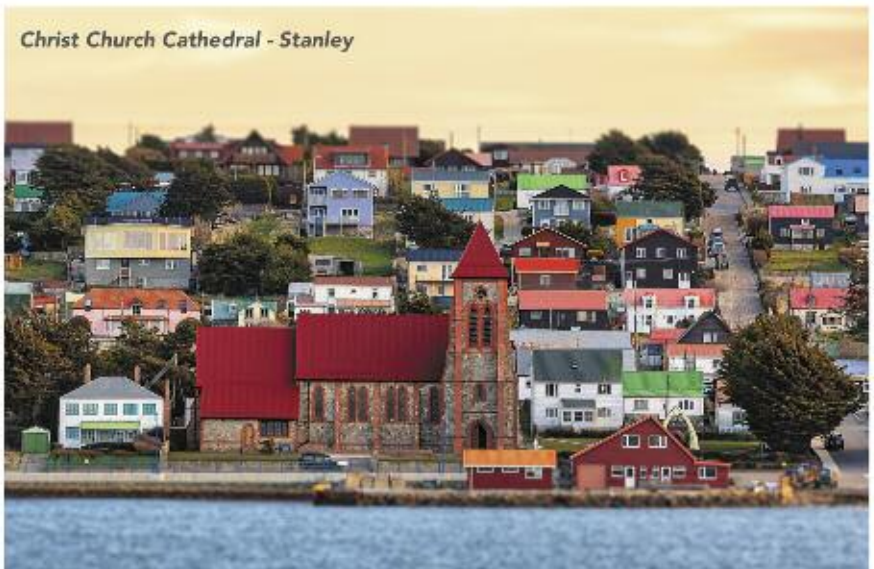
I am proud to support the 40th Anniversary and privileged to live in the Falkland Islands; I would like to share with you what these wonderful Islands have to offer.

My main interest is landscape photography and I have been pleasantly surprised by the remarkable photographic opportunities across the Islands. Exploring the rugged landscape can be difficult, but always worth it to witness the stunning views. Quartzite rocks and unique flora abound, alongside some of the most dramatic skies I have ever seen. White sands with crystal clear aqua sea, and, not least, the amazing wildlife!

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Looking Forward at Forty

Mrs Phyl Rendell MBE

Chair, 40th Anniversary Committee

Here in the Falkland Islands, we wonder where the decades have gone as we embark on the 40th anniversary of the invasion and liberation of the Islands. 1982 seems but a fleeting time away for those who lived through the dark days of occupation and memories come flooding back for Islanders reaching out to veterans, recalling events. As significant dates from the War comes along the community is taking time to reflect and commemorate the sacrifices made by British Forces to secure the freedom of the Islands. This hard-won freedom enables us to live our lives under the flag of our choice. The right to self-determination cannot be underestimated and Islanders are resolute in remaining British and part of the family of British Overseas Territories.

With the invasion of Ukraine, Islanders are strongly identifying with the Ukrainian people and are deeply concerned for their safety. It brings back haunting memories on the 40th anniversary of our invasion by a close neighbour. Unlike Ukraine, Falkland Islanders were so fortunate to regain their right to self-determination by the intervention of British Forces.

Landing Day May 21st, Liberation Day June 14th, and Remembrance Sunday on 13th November, will be especially honoured and commemorated here in the Falklands this year, with elected Members of the Legislature bestowing the Freedom of the Falkland Islands on all South Atlantic Medal holders during the June liberation ceremonies. Simultaneously Islanders will be reflecting on the achievements of the last forty years that have ensured that the sacrifices made for our freedom were worthwhile.

In the mid 1980's the declaration of an Offshore Economic Conservation Zone enabled the growth of a successful and professionally managed fishing industry. Fishing revenue has enabled the Islands to gain financial independence, apart for defence costs provided by the United Kingdom, for which we are incredibly grateful. (While the Argentine Government retains its claim to the Islands a military presence is unfortunately a necessity). Revenues have been invested in modern infrastructure and services in all spheres of society, particularly education and health as well as internal and external transport, telecommunications, housing, energy, and water supply. Agriculture, the traditional industry of the Falklands, still employs the largest number of people and farmers have adopted high tech innovation, producing highly marketable fine micron wool and meat for export. Tourism has been expanding as demand for eco-tourism increases and is set to grow again when the global pandemic subsides and allows greater freedom of travel. There are few places in the world where you can see five species of penguin in a day, numerous species of seal and marvel at the growing number of whales visiting our shores. Islanders are strongly committed to protecting the natural environment for all to enjoy. The modern Falklands, although geographically remote, is an attractive place to live and work, and retains its character and cherishes its history and culture going back to the 1830's.

Looking forward at forty, Falkland Islanders are confident about the future and want to consolidate the achievements of the last four decades to build resilience and enable companies to grow and individuals to prosper. Plans are advanced for the construction of a new port in Stanley harbour, which will be the largest project to be undertaken in the Islands. This new facility will secure our external maritime links and add value to the fishery. With climate change impacting the Islands and a need to play our part in reducing the use of hydrocarbons, a new power station using additional renewable energy is also advancing. Quality of life for residents continues to improve not least with an elderly care home soon to be completed additional sports facilities are also in train. Our heritage is safe too, with the splendid Historic Dockyard Museum and an extension to be named the Lookout Gallery & Exhibition Hall, providing a home for items from the 1982 War, opening next year.

The community is looking forward to hosting as many veterans as possible in the Islands this year when travel restrictions caused by the pandemic, end. Islanders of all ages are keen to share experiences, highlight the way of life in the Falklands and speak of their hopes for the future. Our young people are a confident, motivated and dedicated bunch who are building on the legacy of the events of 1982, and I am confident that the Falklands will be in safe hands in the decades to come.

Mrs Phyl Rendell MBE 2022

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The trials, tribulations, achievements and stoicism of the Regiment in recent years are fresh in our memories. For those of us who are no longer serving, the quiet respect we have for the members of the Regiment currently serving, for those who have lost their lives in the service of the Regiment and for the families thereof, is extreme. I would however like to take you back 40 years to 1982 by repeating an article I wrote for the 25th anniversary.

On the 2nd of April 1982, Argentina invaded the Falkland Islands. At the time I was 4 Troop Leader, B Squadron of the Blues and Royals based in Combermere Barracks. 2 Troops from B Squadron, 3 and 4 Troop, were placed on immediate standby to join a task force which was rapidly being formed to retake the Islands. Some of the names involved will be recognised even to the most junior soldiers of the Regiment today:

4 Troop, B Squadron

Lt M.R. Coreth
CoH P.F.Stretton
LCoH S.S.Meiklejohn
LCoH S.A.Ward
LCpl G Farmer
Tpr M.J.Flynn
Tpr P.R.Fugatt
Tpr K.Lambert
Tpr T.G.Maxwell
Tpr E.C.Tucker
Tpr D.C.Voyce
Tpr A.R.Widdowson

3 Troop, B Squadron

Lt Lord Robin Innes-Ker
CoH S. Thomson
LCoH P. Henney
LCoH M.G.Dunkley
LCoH J.C.Fisher
LCoH M.Brown
LCpl M.D.Mitchell
Tpr G.W.Birch
Tpr H.Ford
Tpr C.K.Hasting
Tpr J.Holdsworth
Tpr S.J.Round
Tpr J.W. Pilchowski

LAD

Sgt S.C.Reid, LSgt A. Gill, LSgt A.E.Watts
LCpl A.Lamblein

Watchkeeper, 5 Infantry Brigade

Capt R.A.K.Field

Watchkeeper, C-in-C Land Forces Ops Centre, Northwood, England

Maj H.St. J. Holcroft

A very noticeable absence in the roll call was the then Major T J Sullivan, B Squadron Leader and indeed the remainder of the Squadron. This absence left the troops sorely lacking not only in command and control, but also in logistical back up. The last order I was given by my Squadron Leader was "Get me down there", an order I dismally failed to achieve. The inevitable consequence was a hugely increased workload at all levels. As a Troop Leader I attended all O Groups from Brigade down, as well as commanding a Troop in battle and fighting an armoured car. The C'soH were tasked with all duties as would be expected within the Troop, but also the tricky business of acting as QM and dealing with the logistics - far beyond the norm.

B SQUADRON BLUES & ROYALS

by Major (ret'd) Mark Coreth, *The Blues and Royals Association* and
Capt (ret'd) Chris Elliott, *Honorary Secretary, The Blues and Royals Association.*

We set forth with both trepidation and the excitement of youth aboard Canberra to rendezvous with the bulk of the fleet at Ascension Island where we transferred over to HMS Fearless and where the war footing became more real. After considerable on board training and live firing both on Ascension and on the landing craft, we sailed for the South Atlantic. Unfortunately we had received our first casualty while live firing on Ascension when LCoH Henney accidentally grabbed the red hot barrel of a GPMG. For him the war was over. He was replaced by LCoH Dunkley. Amongst mounting military drama and rough seas, we got the occasional glimpse of whales, sea birds and most dramatically, the albatross. We arrived in San Carlos Sound on the night of the 21st of May where the realities of war, naval gunfire, air-raids and the initial encounters with the Argentinian forces took place.

PORT SAN CARLOS

I landed at Port San Carlos with 4 Troop and 3 Para. 3 Troop landed slightly further south at San Carlos with 40 Commando. The realities of war for both troops became immediate with severe air strikes against the Task Force by Argentine Skyhawk, Mirage and the scary tank-busting Puccara. Early casualties were taken amongst the Task Force with the loss of 2 Army Air Corps helicopters and their crews, but most significantly a number of valuable ships were lost in San Carlos Sound with numerous casualties aboard. Although both Troops were dug in while the Task Force organised itself for

the advance, we sharpened our teeth with OP's, recce's and surprisingly successful attempts at becoming anti-aircraft gunners using both the Raden cannon and the Coax machine gun. Although the method was not 'in the book', success could be had by swinging through the bird and giving sufficient lead, not far akin from a fast moving pheasant.

DIFFICULT TERRAIN

The Argentinian Airforce put our Task Force under considerable pressure when they succeeded in sinking the Atlantic Conveyor. A ship carrying the majority of our heavy helicopter fleet and indeed vital re-supply and back-up for our own Troops. Without helicopter support, the advance across the Islands had to be on foot and by track. I should point out that however hard we tried to persuade the hierarchy that our CVR(T) had a remarkably low ground pressure and that we would be able to tackle the difficult terrain of the Falkland Islands, which not only included rocky outcrops and stone runs, but also considerable and very mobile peat bogs, the marine engineers insisted that we could only be used as pill boxes and be transported below a Chinook as an underslung load. How wrong we proved them to be. The consequences of this misappreciation proved severe as Brigadier Julian Thompson decided he could not risk deploying us to the battle at Darwin and Goose Green, a battle at which our armour would have proved decisive. This was made clear to me by the Brigadier when we finally met up at 'Endex' in Port Stanley on the



Lt Mark Coreth and Lt Lord Robin Innes-Ker
with Sir Desmond Fitzpatrick,
Colonel of the Regiment.
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14th of June, he said to me that it was, in his opinion, his biggest error. We earned our spurs as far as mobility was concerned with the hierarchy when both Troops deployed east through Teal Inlet and Lower Malo House to Estancia House, to group together with 3 Para in preparation for the assaults in the days and nights to come towards Stanley. It's fair to say that the going across East Falkland was far from easy, but we soon learnt that each vehicle had to take its own ground across the peat bogs, for as soon as you followed another vehicle's tracks, you sunk like a stone into the mire. We had however been issued with the kinetic energy rope, an enormous elastic band with which you sprung a bogged vehicle from what seemed an impossible situation. On occasions we recovered wheeled vehicles being used by the Paras and Marines. It's hard to tell whether their drivers jaws stretched longer than the rope as our vehicles accelerated away from them. We had achieved this surprisingly lengthy and difficult journey with great success, but not without considerable trial, not least of all due to the lack of logistical support. Very quickly we learnt how to con, beg and steal fuel from the other battalions and units. The Reme crew with their Sampson equally had to make up their game on the hoof. Again initiative and cunning at all levels became vital.

PICKING UP MOMENTUM

While at Estancia House we had our first real chance of action when Lt Col Pike, Commanding Officer of 3 Para decided to make a Battalion-sized patrol to take Mount Longdon, somewhat into the valley of death as the Argentinians, their MFC's et al held the commanding ground. Life warmed up somewhat and I remember bumping heads with an infantry officer as we dived into a mortar hole as further shells could be heard whistling in. We were in fits of giggles as were I suspect the Argentine gunners. The Argentine MFC's rather carelessly exposed themselves to CoH Stretton's gunsights and that kept them quiet! This push came to a halt when the Brigadier pulled us back,

much to our dismay and his good sense. On the 3rd of June both Troops were ordered south to join 5 Brigade at Bluff Cove. Although we had a local Falkland Islander as a guide, we were given several days to attempt to cross the high ground between Smoko Mount and Mount Challenger. We managed this crossing, if I remember rightly, in less than 6 hours to the surprise of the powers that be. We very soon became involved in recce patrols pushing forward along the low ground south of Mount Challenger and also acted as ambulances in the tragedies surrounding the loss of the Sir Galahad and Sir Tristram at Fitzroy on the 8th of June. Lt Lord Robin Innes-Ker and 3 Troop were ordered back north over the mountains to rejoin the Paras while I with 4 Troop, was to have fun and games with 5 Infantry Brigade and the Guards Battalions in the south. The Campaign was picking up momentum rapidly with 3 Para securing Mount Estancia, 45 Commando taking Mount Kent on the night of the 12th of June, 42 Commando securing Mount Challenger, 1/7 GR taking the Two Sisters and 3 Para then securing Mount Longdon. Amongst all this fighting there was considerable initiative and courage shown by all concerned. As far as the Blues and Royals Troops were concerned, the momentum was building to a crescendo. The vehicles had now done considerable mileage in extremely difficult conditions and not without incidents that demanded quick thinking and good initiative from all members of the Troops. At this stage not one of the vehicles would have been passed fit for the road in more normal circumstances! 3 Troop unfortunately received a casualty when LCoH Dunkley inadvertently, and at night, hit a hole and had to be evacuated having received a nasty go of hatch rash. His place was taken by an eager watchkeeper from 5 Infantry Brigade, namely Captain Roger Field, although command of the Troop was firmly held by the Troop Leader! 3 Troop had an exciting and action packed night on the 13th of June when they advanced with 2 Para onto Wireless Ridge. The action was decisive and well executed.

4 Troop was given the somewhat unenviable task of creating a diversion in the low ground below Mount Harriet and south of Tumbledown for the Scots Guards attack on Mount Tumbledown. It is without doubt that the Argentine forces were expecting an attack to the south as the ground was well covered and very heavily mined. The diversionary attack was a great success in that we attracted a considerable amount of attention from the Argentine gunners as we advanced to engage a well dug in Company position. The night was not without incident. 4 Troop was attached to a detachment of Scots Guards led by Major Bethell. The infantry were to push forward while I was to take my Troop along the only bit of metalled road as yet encountered in order to engage the enemy from the flank. Unfortunately night had already been turned into day by star shells from our opponents. I advanced my troop as rapidly as possible as the shells fell about us, but was stopped by an enormous crater in the road. By now, Bethell and his men were in contact with the enemy and I felt it imperative to get further forward and in so doing took a conscious risk by driving around the crater – a risk too far. We were abruptly stopped as the vehicle was lifted 3 or 4 feet in the air, the mine blowing off its tracks and road wheels, though luckily other than a whacking great hangover, no casualties were taken. We managed to lay down fire with the remaining vehicles on the enemy position, but to push further forward would have been futile and without doubt would have ended with further loss of vehicles and probably men. Unfortunately the Scots Guards did take a number of casualties before they were withdrawn, including 2 fatalities.

ADVANCE TO STANLEY

As dawn broke Mount Tumbledown had heroically been secured and I took 4 Troop up to secure Sapper Hill overlooking Port Stanley. Endex was called, 3 Troop picked the plum and were advanced to Stanley where they were billeted in comfort. Unfortunately 4 Troop picked the prune and were sent back to Fitzroy without picking up



3rd & 4th Troops B Sqn The Blues and Royals (RHG/D) at Combermere Barracks.
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£200 as they passed go! It wasn't long however before we were reunited in Stanley and boarded HMS Fearless for our trip home. This rapid flip through what was an action packed and trying Campaign inevitably leaves out an awful lot of detail and individual acts of courage and initiative that made the Campaign from the Blues and Royals point of view, the success that it was. How well I remember, for example Tpr Tucker dropping back into the turret of his Scimitar as the first wave of Skyhawk came over us having hit the Sir Galahad. Tpr Tucker loaded the 30mm, tracked, fired and hit one of aeroplanes. At this stage I also remember Tpr Fugatt obeying the call of nature in a quarry, he too saw the aeroplanes and without breaking stream or accuracy let rip with his sub-machine gun and a string of expletives! I remember advancing south of Mount Challenger when our vehicles were engaged by surprisingly accurate artillery fire and our crews singing on the very illegal Troop net "Always look on the bright side of life!" as the shells went boom, boom. The stories go on as stories amongst soldiers always do.

TICKER-TAPE RECEPTION

We returned home with great ceremony and excitement to a ticker-tape reception back in Plymouth, reunited with our families and the Regiment, jubilant in our success and ultimately took part in the victory parade through London. We returned also to the realities of soldiering in the UK and the tragedies of the Hyde Park Bombing, also a bit later the tragic death of Trooper Holdsworth who died in a car accident while returning from Germany for his wedding. To a great extent those members of the Regiment involved in Operation Corporate are still in contact with the Regiment, some inevitably more than others. What is remarkable is that some are still serving and have, since this conflict a quarter of a century ago served the Regiment, Queen and country so loyally and gallantly, namely SCpl Flynn, currently SQMC at Bovington, Captain Paul Maxwell at OC 6 CTT, my then CoH, now Major Paul Stretton is serving as an RO2 with Home HQ and WO2 Henney is still serving on the long service list in Wembley ACIO, his recent comment to me is that he has survived a heart attack, but is still flying the flag and wondering why he is not as skinny as Taff Flynn! The rest of us have spread to the four winds and to mention a few, Peter Fugatt is working for the 6th Earl of Normanton and has been for the last 16 years as the estate carpenter, we have policemen like Eddie Tucker, Badger Brown and Scott Ward and businessmen like Gary Dunkley. Also, should anyone wish to buy a second hand car, I cannot recommend anyone more highly than Ged Farmer, my driver in 1982, see him at ged.farmer@spurgarage.fiat.co.uk! As for me, I am a simple sculptor... and as such in 2005, I was approached by Robert Mason, who in 1982 was Adjutant of the Welsh Guards and is now a trustee of the Falkland Islands Chapel Memorial Trust, to create a sculpture to commemorate the 25th Anniversary of the conflict in 2007. He also asked me to make a few pieces with which we could raise money for the Chapel at Pangbourne. I do not want to major this article on Coreth the sculptor, but I feel that my return trip to the Islands in February 2006 and what I learned from it aptly demonstrates the reason why we all put our lives on the line then and would be prepared to do so again. My mission was to revisit the battlefields and to find the inspiration for the memorial for Pangbourne. I travelled a path

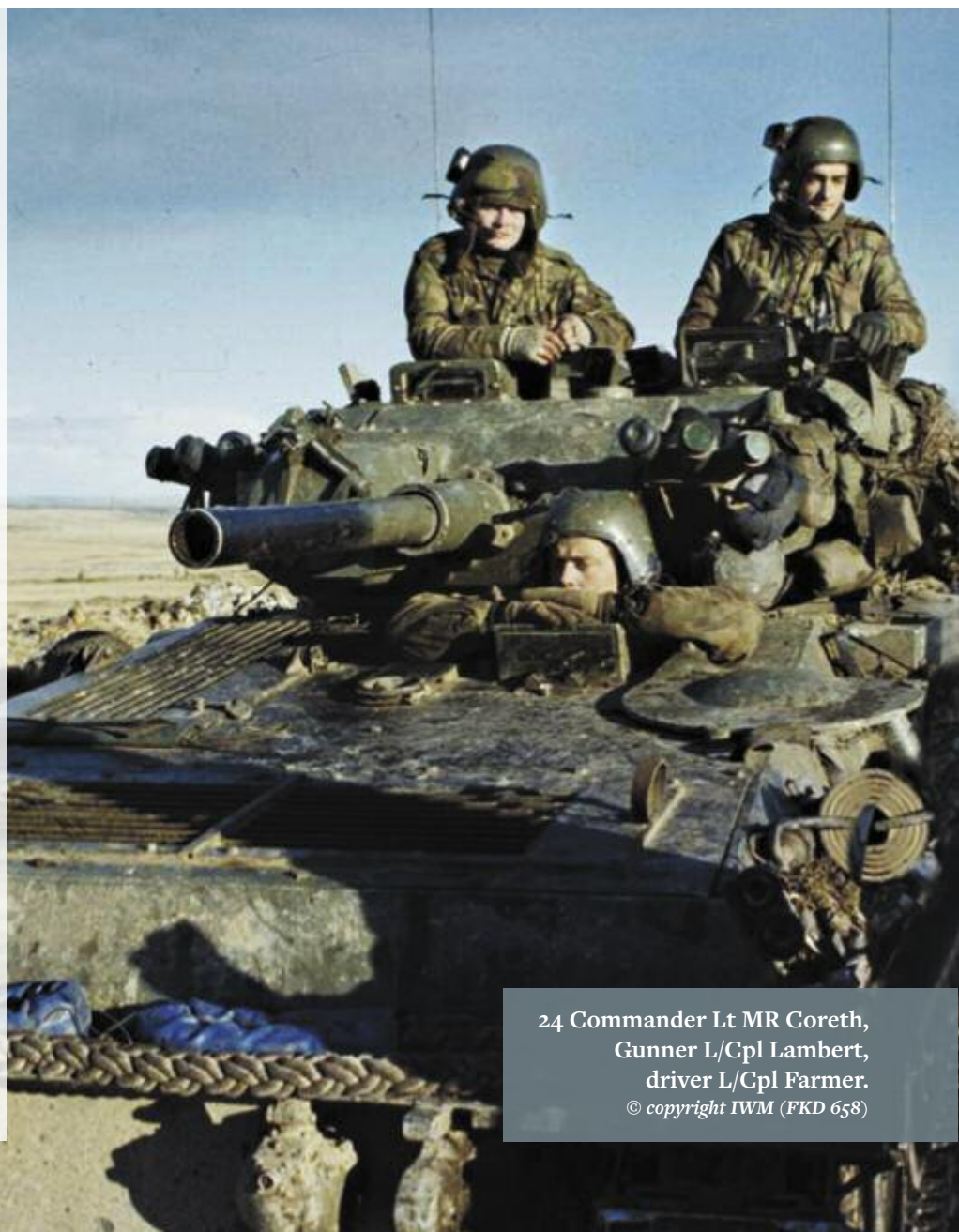


Lucky Crew - L/cpl Lambert, Lt Coreth, L/cpl Farmer (L-R) with the destroyed scorpion call sign 24 © Copyright The Blues and Royals.

around the Islands made smooth by the Falkland Island Government Representative in London, Sukey Cameron and by Brigadier Jeff Mason from the MOD. It was inspiring to revisit the country I had seen nearly a quarter of a century previously but some of the sights brought back frightening memories. It was also an eye-opener to meet many of the islanders who had been involved during the conflict, members of the Falkland Island Council and the Governor, His Excellency

Howard Pearce. I learned through talking to these people how the Islands have progressed from the spiralling decline of the difficult years pre-1982. Then, the economy was in tatters and the population was decreasing as the young left permanently for greener grass. Since the conflict, the morale of the Islanders has soared as has their economy and their individual wealth. Opportunities exist through the fisheries and the mineral wealth that has been discovered.

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24 Commander Lt MR Coreth, Gunner L/Cpl Lambert, driver L/Cpl Farmer. © copyright IWM (FKD 658)



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THE BLUES & ROYALS



We take great pride in remembering those who served
during the Falklands Conflict

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Victory Parade Mansion House City of London
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Currently the Islands are not just self-governing, but self-financing in all respects other than military protection. It is however tragic to see so bluntly the extent of animosity that is still shown to the Islands from the Argentine. One might indeed say that the success of the Islands since 1982 has aggravated that animosity. Argentina still claims sovereignty over the Islands. Despite the continued economic growth, Argentina appears to be trying to bring the Islands to their knees through what amounts to economic warfare through measures like punishing the fish stocks and preventing flights to the Falkland Islands flying over Argentinian Territory, thus making a viable airline impossible and hindering the growth of the tourist industry. Relations between the Falkland Islands and Argentina are regrettably every bit as bad as they were in 1982. However it must not be forgotten that the big difference one sees today is that the Islands and the Islanders are now thriving under a sovereignty that they never wished to lose. The Islands and the Islanders have regained their confidence and their self esteem...the war in 1982 put the Islands back on the map and back into the conscience of the world. As my journey went on, it became clear to me that the work that I was to do for the Chapel should not only commemorate the war of 1982, but should salute the Islands' past, present and future, reflecting its strengths and fragilities. Re-living the war as I retraced my steps brought some awful memories back, I stumbled across the temporary graveyard for all those that were killed at Mount Tumbledown, the names of those that perished during my diversionary attack seemed to flash, how lucky my crew was to step out of our crippled vehicle in one piece. I found my minefield below Mount Harriet, I saw for the first time the terrifying extent of those minefields covering the ground through which we had to travel, those minefields are still marked and are likely never to be removed as the terrain on which they were laid makes it impossible to guarantee total clearance. These minefields will for ever be a reminder of the '82 conflict. I found during my visit that the local Falkland Islanders were, to a man, totally grateful to us for coming to their rescue, they re-lived so many incidents, not shy to shed a tear when necessary. As I travelled further and met more people, I began to realise that my Falkland Island memorial piece at Pangbourne could not be of a sailor, soldier or airman. It had to be a piece that would salute the complete situation, the Islands past, present and future as

well as the Campaign. So to get a broader overview of the Islands, I wanted to see some of the more outlying areas and get a feel for life in the camp (the term for the countryside). I travelled down to Sealion Island in the south and saw the remarkable antics of the elephant seal, colonies of gentoo, magellanic and rock-hopper penguin as well as the beautiful king cormorant. I was highly amused by the varying characters of the penguins I saw throughout the Islands. The rock-hopper penguin, bouncing from rock to rock is surprisingly small with an amusing and unkempt hairstyle, the king penguin has a military arrogance to it and the magellanic looks at you with a shy eye. The sea is the elephant seal's element where it dives to huge depths and swims and catches fish with such freedom. When it climbs out onto the beaches it drags that huge, blubbery weight and collapses in an exhausted heap every few yards as it heaves itself up amongst the rest of its mates. You would not believe that any further movement is possible. Equally unbelievable though is the reaction it makes to the tussock bird, a small, finch-like bird that lands on its back and pecks mites from its body. The elephant seal arches itself up like a Henry Moore or Barbara Hepworth sculpture, shouting and screaming at this very small but sharp irritation. I also saw other wildfowl – the flightless steamer duck and many upland geese, a bird ubiquitous to the Islands and known by every soldier who has yomped across them. There were many other species like the striated caracara and the giant petrel to name just two. Although Sealion Island was not involved directly in the conflict, it was off its shores that the fleet lost HMS Sheffield.

DIVERSITY OF SPECIES

I also flew up to Saunders Island in the north, an island farmed by the Pole-Evans family. I stayed in the their guest house, a self-service, very typically Falkland corrugated iron hut, painted bright white with a red roof. I was taken by day to the wildlife colonies in the Neck. There is a huge diversity of species and they have their own, small, colony of king penguin, but in my humble opinion the jewel in their crown is the enormous colony of black-browed albatross. As I sat on the cliffs with the South Atlantic pounding in, bringing with it spray, high winds and all too often rain, I found myself close to heaven with hundreds of these beautiful albatross wheeling above and below me. Albatross

would land yards from where I was sitting and sculpting. Their nests, which resemble flower pots, had their extraordinary grey, fluffy chicks sitting in them, all clack, clack, clacking their beaks at me. The adult birds seemed much more trustful. I could sit quietly while these huge seabirds with their fine plumage and deep, dark eye shadow wandered past and around me. To take off, they just open their wings and dip into the rising air currents, launching straight into that effortless, swooping flight on their wings that span over eight feet. I watched the birds flying inches above the waves with complete control and then their antics as they approached to land; head up, tail feathers splayed and their feet dangling as airbrakes. I was close enough to these birds to watch the contour feathers flutter as the air broke from the top surface of their wings as they approached to land.

ENORMOUS ENDURANCE

It seemed to me then that the albatross was surely the very subject I needed to tackle for the memorial. Although some may be spooked by the Rime of the Ancient Mariner, we must learn to look after and respect the albatross, so that its demise does not become a weight around our necks. Like the soaring albatross, the Falkland Islands and their future should be cherished. The albatross speaks of enormous endurance in its flight, reflecting the distances that the Task Force travelled to reach the Islands, the endurance of the sailors and soldiers throughout every aspect of the campaign and the airmen who flew so bravely. It also, not only reflects the extreme fragility of the operation, but of the Islands as a whole both past and present. On the 14th of June 2007, Her Majesty the Queen unveiled my sculpture of 3 albatrosses which are flying around the outside walls of the chapel. For those who have not visited the Pangbourne Memorial Chapel, whether a veteran of the campaign or not, I strongly advise when the chance comes by, to do so. It is a fitting place for those who were unfortunate enough to lose loved ones and who have left them in the cemeteries on that distant shore to visit and acknowledge their sacrifice. Not all of us, for one reason or another managed to get together at the parade at Horseguards, or subsequently at the dinner at Combermere Barracks, but we all share the memories of those distant days together 40 years ago.

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Lt Colonel Philip Neame MBE

Officer Commanding D Company, 2 PARA 1981-83

I felt somewhat at a loss, but very privileged to be asked by the Editor, Tony Talbott to write something for this commemorative journal of the Falklands Conflict. To have the achievements, courage and sacrifices of that short war still commemorated is both heart warming and humbling. But so much has been written, what more could I add?

Well, I served back in the Falklands for 12 months in 1989, had the chance in slow time to walk the ground and work out where I really had been, on that featureless ground approaching Goose Green on the darkest of nights in late May 1982. It proved to be a wonderful year, accompanied by my wife and two very young children – and not just for the amazingly cooperative Sea Trout! We were made to feel so welcome wherever we went in the Islands, and their gratitude to the Task Force of 1982 was overwhelming. I have been back three times since, in 2002, 2012 and 2019, and the friendships I made with a number of the Islanders in 82 and 89 continue. It is also immensely satisfying to see how the commitments made forty years ago have contributed to a transformation of opportunities for the Islanders.

Whilst the detailed timelines are now a little blurred, my recollection of events in those eight or so weeks between boarding the *Norland*, a North Sea ferry normally plying between Hull and Rotterdam, in Portsmouth in late-April 82 and sailing back to Ascension Island on her in mid-June, however, are still as clear and vivid as if it was yesterday. I am sure that I am no exception to any of those who were players in those extraordinary and momentous weeks. Mine are good memories – the personal doubts, the apprehension, the excitement, the comradeship, the relief afterwards and satisfaction in a job well done – although of course liberating the Islanders was a job we could not and would not fail in. But, perhaps, above all I recall the humour and laughter that seemed to prevail throughout in D Company, even in the most dire and unlikely moments.

It really comes down to people. I was fortunate to command and work with some truly exceptional people. I would say the best, although others in 2 PARA and elsewhere might beg to differ! A little while back, I was presenting at a seminar on the Falklands at the Norwegian Army's Cadet School. Discussion turned to challenging or 'wobbly' moments; I confided in one moment where I felt personally 'flat-footed' and short of solutions during the Company's first night attack at Goose Green. "What did you do?" asked one cadet. "Nothing," I replied, "I didn't need to – the Toms worked out their own answer." Surround yourself with great people, and life becomes so much easier!

One bunch of people, I always felt were under-appreciated was the civilian crew of the *Norland*, led by their redoubtable Master, Don Ellerby. 2 PARA formed an extra-ordinary bond with them on the way down to San Carlos that endured until she was de-commissioned in 2002. Effectively deployed as an Amphibious Assault Ship, it spent as long exposed to the impressive attentions of the Argentinian Air Force as many Royal Naval vessels. As we prepared to disembark from the blacked-out ship into landing craft in the dark of San Carlos water, Don Ellerby came up on the PA system. "You've been a great bunch of passengers" he said, as if being disembarked at Rotterdam. "It's been a pleasure having you aboard. We wish you a good time ashore, and we look forward to safely sailing you home shortly." I think I speak for every member of 2 PARA, in saying that with lumps in our throats, from that moment on, the *Norland* was for us 'The Mother Ship.' We'd sailed down with her, we were going to go ashore, do the business, and sail back with her! Sadly, not all did, but they were, and always will be, there in spirit. We did this time have to share the boat with 3 PARA – but that's another story...! **Lieutenant Colonel Philip Neame**

Philip's memoir of D Company 2 PARA's experiences in the 1982 war is due to be published by Pen and Sword in time for the commemoration of the 40th anniversary of the war.



D Company on the way south on the Norland

Philip Neame is a Trustee of The Ulysses Trust (www.ulyssesrust.co.uk), a charity that he established in 1992, when commanding 10 PARA(V) to provide financial support and encouragement for Service Cadets and the Volunteer Reserve to undertake adventurous expeditions. He remains convinced that such opportunities he had taken part in previously helped him through the hardships and risks on Op CORPORATE.



BATTLE FOR GOOSE GREEN

The British shipping losses of the previous days included the Atlantic Conveyor and most of her cargo of all-important heavy-lift helicopters, which were to be used to move the troops rapidly into close proximity with the Argentine defences around Stanley, and support them in place. This plan now had to be scrapped and a new system devised for moving the troops and supplies forward. These developments spurred the UK-based senior officers to tell Brigadier Thompson that; 'Some action was required'.

Brigadier Thompson

Given the reinforcements newly arrived in Goose Green, and the threat they represented, Brigadier Thompson resurrected an earlier plan for 2 Para to 'raid' the Darwin/Goose Green area. Meanwhile, 45 Commando and 3 Para were to begin moving on foot toward the Mount Kent/Estancia area, and 42 Commando would be moved by helicopter to the Mount Kent area directly, to take advantage of its unoccupied status as reported by the SAS team. 40 Commando would remain at San Carlos, to defend the logistics base established there against any possible Argentine attack on the vital supply chain at its source.

Logically, it was circumstance that chose 2 Para for the operation against Darwin/Goose Green, for they were the unit occupying the closest section of the beachhead to the target, the southern section of the Sussex Mountains. The operation had initially been planned for 24 May, indeed, D Company of 2 Para had actually started moving out of their positions in the mountains before the recall had been issued. In its original form the plan called for 2 Para to 'raid and return', inflicting as much damage as possible before withdrawing, this kind of raid being a term familiar to the Royal Marines but less so to the Army. On 27th May, however, the mission was up-rated to have 2 Para capture the airfield and settlements; Goose Green being the second largest settlement on the Islands.

Various reasons are cited for this, notably the importance of destroying rather than masking the threat from the right flank, following the movement of 12th Regiment. It was also, almost certainly partly as a result of lobbying by the forceful and charismatic commander of 2 Para, Lieutenant Colonel 'H' Jones. However, no additional resources were allocated to the hugely

increased demand of this operation. The intelligence available to Colonel Jones was incomplete and somewhat confused as the placement of the newly arrived Argentine reinforcements had not been fully plotted.

This was the least of his problems as it turned out. Aside from the lack of support from additional units because simply, there weren't any, his men were going to have to walk to Goose Green carrying what they could. 2 Para had to leave a great deal of their heavy mortars and other support equipment behind. Helicopters were at a premium, because of the sinking of the Atlantic Conveyor and there was great reluctance to risk Volvo BVs and the armoured reconnaissance vehicles of the Blues and Royals beyond the protection of the anti-aircraft umbrella.

HMS Arrow

There were three units of additional firepower detailed to operate in support of 2 Para. The first was half of 8 Battery, 3 105 mm artillery guns and their associated ammunition and support teams were moved by helicopter on 27 May to a position near to Camilla Creek House, some six miles from Goose Green and the jumping-off point for 2 Para as they advanced to the attack. The second was HMS Arrow, with her 4.5 inch gun to supplement the fire support of the artillery.

In terms of air support, the Sea Harriers were now exclusively operating in the air defence role against the attacking Argentine bombers, but the newly arrived RAF Harrier GR3s would be on call from HMS Hermes to offer close air support if the weather allowed. Facing this single Regiment was effectively a reinforced Battalion. The first troops to arrive at Goose Green after the Argentine invasion were units of the Argentine Air Force who established a base for Pucara ground attack aircraft on the grass airfield. The airfield staff included engineering support teams, 20 mm and 35 mm anti-aircraft guns with their crews and were commanded by Air Commodore Wilson D Pedroza.

They were supported by C Company of the 25th Regiment. Their equipment included some field artillery, believed to be three 105 mm guns and their crews. The last arrivals, on 26 May, were the majority of the 12th Regiment, commanded by Lieutenant Colonel Italo Piaggi, along with four

Summary of Main Events

British Forces

Approx 500 men of 2 Para including 2x81mm mortars, Milans and GPMGs; 3x105mm artillery, 8 Bty, 29 Cdo Regt RA; Blowpipe SAM detachments, Air Defence Troops RM and RA; Recon Troop, 59 Cdo Sqdn RE for mine clearance, 2xScouts and 2xGazelles, 3 CBAS for forward ammo supply and casevac, joined by 2xScouts, 656 Sqdn AAC, Frigate 'Arrow', 1x4.5in and RAF Harrier GR.3's from 'Hermes'

2 Para Commanders:

Lt Col H Jones; Maj C P B Keeble, 2IC
Maj C D Farrar-Hockley A Coy;
Maj J H Crosland B Coy; Maj R Jenner C Coy;
Maj P Neame D Coy
Maj M Ryan HQ Coy
Maj H Jenner SP Coy

1. British aircraft lost west of Goose Green Harrier GR.3 (27th) Early morning.....
2. A Coy 2 Para occupied Burntside House
3. B Coy 2 Para moved forward towards Boca House
4. A Coy moved past Coronation Point
5. B Coy came up against strongpoint at Boca House
6. A Coy came up against main defences along Darwin Hill at dawn
- By midday - A Coy had taken and held Darwin Hill, and B and D Coy's had finally silenced Boca House
7. British aircraft lost west of Camilla Creek House - Scout (11.55am)
8. Argentine aircraft lost on return to Stanley - Pucara (12.00pm)
- From midday
9. D and C Coys headed towards Goose Green airfield
10. B Coy circled around airfield to cut off Goose Green
11. Argentine aircraft lost near Goose Green Schoolhouse - Aermacchi MB-339A, Pucara (both 5.00pm)
12. Harrier GR3's hit Argentine AA positions
13. Argentine helicopter-borne reinforcements continued to arrive

field guns, of which only three were in working condition. Mr Eric Goss, the settlement manager at Goose Green, was not impressed by the quality of the new troops, who were largely conscripts. Oddly, the commander of this mixed force, named Task Force Mercedes, Brigadier General Omar Parada, was based in Stanley, so when the battle for Goose Green began in earnest, his only input to run the defences was by radio.

It would be true to say that the 'effective' fighting forces fielded by the Argentines in Darwin and Goose Green were in similar strength to 2 Para, but this does not account for the sheer amount of additional men and equipment, not to mention the prepared defensive positions that gave the Argentines many advantages. What had started life as a 'raid' was to become the first major land battle of the conflict.

Camilla Creek House

On 26 May 2 Para handed over their positions on Sussex Mountains to 42 Commando and headed toward the first objective, Camilla Creek House, an empty building used for housing work parties on the Goose Green estate. The six mile trek was across boggy and tussock strewn ground, hard on the ankles and legs in normal conditions, but sheer torture with 120 lbs dead weight on your back. During the march there was a small amount of shelling from the Argentine 105 mm guns, but it all fell well to the left of the Paras, and all arrived at the house in the small hours of 27 May. After first light on the 27 May two reconnaissance parties were sent forward to plot enemy positions.

Observing from the west side of the isthmus down, neither party had a clear view, but did it did enable them to plot three new enemy positions, including the one on Darwin Hill which was later to be the cause of the hold up in the advance. On 27 May, around midday, disturbing news was heard loud and clear on the BBC World Service that a 'Parachute Battalion is poised and ready to assault Darwin & Goose Green.' The Argentines had been alerted - the Paras: furious. A Harrier GR3 strike was called against both gun and infantry positions around Goose Green.

A second strike was then called, even though recent experience had shown that two attacks on the same target too close together was dangerous as the defences would be fully alerted and ready. Wing Commander Peter Squire, the commander of the Harrier GR3 force, and Squadron Leader Bob Iveson left HMS Hermes to make the attack. Two passes were made over the Argentine positions, and Sqn Ldr Iveson decided to make a third. His Harrier was hit by two 35 mm shells which knocked out his controls and started a fire in the cockpit. At around 100 ft, he immediately ejected, and his aircraft exploded in mid-air shortly afterwards.

He suffered spinal compression and wind-blast damage to his eyes but hit the ground sufficiently far from the Argentine positions to make good his escape, and was picked up two days later by a Royal Navy helicopter. Shortly after the Harrier strike, the two reconnaissance parties were spotted and engaged with long range machine gun fire which forced them to withdraw. On their way back to Camilla Creek House a civilian Land-Rover was captured. Having stayed the day at Camilla Creek House resting and preparing their equipment.

An orders group was held 27 May at last light. It was then known that 114 civilians were in Goose Green. The assaulting companies of 2 Para made their preliminary moves to their various start lines on the north end of the Goose Green isthmus at 2300 hrs on 27 May. Two mortars were set up at a fire base to the west of the isthmus; the 105 mm artillery guns were readied and HMS Arrow was present in Brenton Loch to the west of the isthmus to provide covering fire. All the Companies had reached their start points by 0230 hrs on 28 May. B and D Companies formed up on the west side of Burntside Pond and A Company on the east. C Company, consisting of reconnaissance and patrols Platoons were positioned overlooking the north-west end of the

isthmus to mark the start lines. Major Hugh Jenner, commanding Sp Coy, was positioned to the west of the isthmus at the fire support base on the other side of the creek. In the cold, and completely dark night, all was ready for the assault. Almost immediately, A Company, under the command of Major Dair Farrar-Hockley, moved off to secure 2 PARA's first objective, Burntside House, a suspected Argentinian platoon position. Artillery fire was called in first from HMS Arrow, but its gun jammed soon after, and the ship duly withdrew. A Coy put down heavy fire onto the house including anti-tank missiles and grenades. Unbeknown to A Coy, the house was occupied by four civilians, all of whom were thankfully unhurt. The enemy platoon withdrew during the attack, with two known dead.

Burntside Hill

Half an hour after A Company had left their start line B Company, under command of Major John Crosland, advanced to capture their first objective, Burntside Hill, after a brief but fierce firefight. D Company, under the command of Major Phillip Neame, then passed through A and B Company, to secure a small hill along the centre line. Again after a short firefight this was achieved, but enemy positions between B and D companies which had been unwittingly by passed in the dark, opened up on D Company inflicting 2 dead and 2 wounded - the first British losses in the engagement. D Company eventually destroyed this position, but only after causing some anxious moments and a pithy exchange of communications with B Company, who were also in the line of fire. The whole style of the attack had been based on maintaining momentum against the defenders, that instruction had been drummed into his troops by 'H' from the start as the best way to roll up their positions and not give the Argentines time to think and regroup.

As a result the development of the battle in the dark thus far relied on two common traits of the Parachute Regiment troops, the ability of individual members of every rank to display initiative with inventiveness under fire, and sheer, bloody-minded aggression. All initial objectives were in British hands by 0500 hrs, therefore. However, the pitch black night, the featureless terrain, and the dispersed nature of these engagements was starting to throw up some real challenges to the plan of securing all key objectives by daylight; reorganisation was proving tortuous, the companies had only a vague idea of the others whereabouts. Dawn was rapidly approaching, and it would be daylight by 0730 hrs.

Darwin Hill

As dawn rose, A company moved around Darwin Bay, having first positioned 3 platoon to secure the left flank against the enemy force in Darwin settlement. They quickly came under fire from well defended positions on Darwin Hill, which rose to 100 feet above the small settlement. The horseshoe position, sighted to defend a seaborne landing, had well positioned trenches dug in with overhead protection; although noted by reconnaissance, the strength and dominating nature of this vital position had not elicited any attention in the orders of the previous day. Enemy artillery fire was also brought to bear on all the forward companies, exposed on bare open

terrain with no natural cover. Casualties began to occur. Now, the lack of fire support and protected manoeuvre, afforded by armoured reconnaissance vehicles which had been denied, began to tell. It was to be compounded by the inability of the RAF to fly, because of fog at sea. With no option for flanking movement and no indirect fire support to get the enemy's head down, Major Farrar-Hockley was obliged to conduct a slow battle of attrition. With A Coy inching their way up the hill, many daring and courageous independent actions at every level took place; not least among private soldiers and junior NCOs; and further casualties were taken. Concerned at the prospect of losing the initiative after about the first hour of fighting on Darwin Hill, the CO had joined A Company, with his 10-man tactical command group, anxious to keep the momentum going.

He continued to control the battalion's actions from a gorse gully in the thick of this firefight. Eventually, it was agreed that Farrar-Hockley would lead an assault on the nearest trenches, but this was repulsed by intense machine-gun fire from which three men died. Ever aware of the importance of example and sharing the demands placed on his troops, 'H' followed by LCpl Beresford and Sgt Normman moved into an adjoining gully from where he could see an enemy position.


As he did so he was exposed to fire from the next line of trenches running inland over the second hill, which were now some 30 yards behind him and to his right. His bodyguard called to him to watch his back, but the impossibly brave lone figure charging up the hill firing his Stirling sub-machine gun was an easy target for the Argentines and 'H' was shot in the back. He fell in open ground, close to the trench he was attacking, and died shortly afterwards, following the capture of Darwin Hill.

Within thirty minutes and after some three hours in all of this constant aggression, A Company had inflicted 60% losses on the enemy, and the position eventually fell. The courageous defence of the hill by 1st Lt Estevez and his company was noteworthy. A Company had finally secured the important left flank and the direct approaches to Darwin, but with a loss of four dead and eleven wounded. While the battle on Darwin Hill had been raging, B Company had also been pinned down by Argentine forces sited in the ruins of Boca House, which was B Company's next objective. Major Keeble, the Second-in-Command, during the course of his hour long march from Battalion main headquarters to reach the forward positions, now agreed to suggestions from John Crosland -temporarily in command of the Battalion - to bring up Milan missiles for sangar-busting as opposed to their normal anti-tank duties.

Boca House

D Company meanwhile had moved into the western lee of Darwin Hill to avoid the attention of Argentinian artillery where they detected by-passed Argentinians scuttling along the western shoreline in an obvious attempt to rejoin their southerly positions. A suggestion to take the same route to attempt a right flanking move around Darwin Hill and on to Boca House by Phil Neame






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had been rejected whilst all attention had been focussed on A Company's battle. With little direct action possible but as the best possible preparation for what was shaping up to be a long day, D Company had therefore elected to take breakfast. B & D Company Commanders then colluded to effect Major Neame's earlier ideas for a right flanking move along the coast. In the event, it proved impossible to gain a covered approach right up to Boca House, but it did bring the position well within range of the Company's 18 machine guns of which 12 were used. With the addition of the Milan from Sp Company, they began to be used with deadly effect and white flags of surrender began to appear all over the position. As a consequence, and on the pretext that to delay would see them cut off by the incoming tide, D Company advanced from their protected position for the nerve-jangling 600 yard march across open ground to take the Boca House position, and the last major obstacle it was believed to the advance on Goose Green.

About 20 prisoners were taken, and some twelve Argentine soldiers were killed, the rest having run off in the direction of Goose Green. After this success at Boca House the Paras now had room to manoeuvre. D Company, already exploiting forward, moved from Boca House directly via the Airfield, to approach Goose Green from the west; B Company moved further south down the isthmus and then turned inland to cut off Goose Green from the south. C Company, who had until now been in reserve was now ordered forward to Darwin Ridge to bypass A Company and approach the settlement from the North, reinforced by 3 Platoon from A Company. A Company's task became the defence of Darwin Hill, which

dominated the isthmus and the masking of Darwin should enemy still be hidden there.

Goose Green

20 and 35 mm anti-aircraft guns at the southern end of the airfield were now being used in a ground role to fire on the Paras. To avoid the AAA fire, D company, unaware of C Company's orders, deflected into a defile which led them towards the School House directly north of the settlement. This detour took them straight into a minefield just short of the School House; it inhibited attempts to return to their original axis which would have taken them to an enemy position to the Northwest of the settlement which became known as the flagpole. C Company themselves were spotted moving down from Darwin Ridge and came under AAA fire suffering several major injuries, mostly among the Company Headquarters who were effectively put out of action. The Patrols and Reconnaissance Platoons nevertheless continued their advance, joining up with D Company among the outlying buildings of the school, to the surprise of both companies, as Neame was attempting to get artillery to support the assault on the School House – a reportedly strongly-held enemy position - with 11 Platoon. By this time the area was subject to constant enemy artillery fire from Argentinian 25 pounders in the outskirts of the settlement, which had already inflicted casualties on D Company. With the southern slope of Darwin Hill behind them still raked by AAA fire, casevac of these was impossible. The situation was becoming confused and difficult, but the true chaos of war then took hold. Neame had left 12 platoon to provide covering fire onto the School House, having earlier detached 10 platoon to clear an outlying

enemy position on the north of the airfield which threatened the defile D Company had used to avoid earlier AAA fire. It was reported that white flags were flying at the main Argentine position (Flagpole) on the airfield. D Company's 12 Platoon commander decided to go forward with one of his sections and take the surrender. As they were approaching the position, a British machine gun from the Machine Gun platoon on Darwin Hill opened up in the mistaken belief they were giving covering fire to an attack. The Argentinians opened fire in return, killing the Platoon Commander and two NCOs instantly, and severely wounding several more. No surrender took place. Next, the air forces of both sides took a hand in adding to the chaos. Warned of an imminent friendly air strike, D Company were a little taken aback, when the sound of in-coming aircraft turned out to be two Argentine Syhawks and a pair of Pucaras from Stanley who made rocket, napalm and gun attacks against D and C Companies. Nevertheless, one Puccara was brought down by ground fire, and the pilot ejected, quickly being picked up by the men of D Company, and a Skyhawk was also hit and later crashed.

Harrier Strike

For a brief moment, in the face of these set-backs and hemmed in by a minefield, there was, perhaps, just a hint of concern amongst the assembled Paras. However, commanders at all levels rose to the challenge. In quick succession, the School House fell and was raised to a cinder in a combined assault by D Company's 11 Platoon, the Patrols and Recce Platoons in a devastating use of M79 and WP grenades. 12 Platoon, now led by their platoon sergeant, succeeded in destroying

the Flag Pole position that had earlier tried to surrender, and ignited the nearby airfield ammunition dump. This rendered it impossible to occupy the position, but afforded an entertaining firework display, as order began to be restored. Major Keeble decided it was best to consolidate and dig in where they were. Meanwhile, B Company of 12th Regiment of the Argentine Army had just been flown down by helicopter from the Mount Kent area to a position a mile south of Goose Green, just outside the Paras lines beyond B Company 2 Para's position to the south of the settlement. Their intent was to break the Argentine garrison out of the ring of Paras, and help them withdraw to the south and disengage. J company of 42 Commando under Major Mike Norman were being helicoptered forward. As it was, despite the approach of a second night in action, there was a feeling across the Battalion, that further fighting may be required on the following day. Meanwhile, Major Keeble – aided in his plan by Robert Fox, reporting for the BBC sent two prisoners into the settlement with a note saying quite simply surrender or take the consequences.

The promise of more Harrier strikes and a firepower demonstration in the morning underlined the hopelessness of their situation. They had plenty of men and ammunition, but were effectively trapped by the surrounding British troops, with no room to manoeuvre. The options were surrender, or a bloody and pointless battle with civilians in their midst. The Argentine commanders, Air Commodore Pedroza and Lieutenant Colonel Piaggi decided to surrender and paraded their men accordingly, meeting with Major Keeble at 0930 hrs. The morning brought

its own surprise for the Argentines as they surrendered their weapons, when they saw how few men they were surrendering too.

Last Bullets

A Victory that defied all Odds 1,500 prisoners were taken in the battle for Goose Green, and forty-five Argentine personnel died. Fifteen men from 2 Para, one from the Royal Engineers and a Royal Marine pilot were killed in the fighting, and 37 Paras were wounded. None of the inhabitants of the settlements were hurt. 2 PARA had, after 36 hours, battled their way over some 10 kilometres of terrain that offered limited scope for manoeuvre. However, it was not just the scale and the odds, but the significance of the victory that was important. Failure, or even an indeterminate result, could have been a strategic disaster. As it was, an outstanding success set the moral tenor for the war, achieving a superiority over the Argentineans of confidence and will. And yet, there were many short-comings to the plan, exacerbated by too few resources stemming from lack of clarity as to the aim. Its execution, on unfamiliar, often featureless terrain in the pitch dark, and in the face of the unexpected, was problematic and frequently chaotic. Although there were certainly moments of inspiration, such as the masterful 'game of poker' that brought about the surrender to a force one-third the size, exhausted and down to its last bullets, the outcome cannot be ascribed to masterful planning and execution.

Victory

So, what did enable such an outstanding and unlikely victory? The answer, arguably, starts with 'H' Jones. He, perhaps more than most, grasped

the strategic dimension, and that a complete victory was essential to deny any suggestion of success by the Argentinians – whilst negotiations continued at diplomatic level. Then despite indifferent support for an up-graded mission, he took that lonely, courageous decision to commit. And - notwithstanding his personal misgiving on the odds - he communicated the importance of the mission and that commitment, and instilled in the battalion such a confidence and belief in their ability to deliver, with such force of personality, that had it sustained 50% casualties, his battalion would still have been pushing forward – convinced of victory. His intervention and selfless death on Darwin Hill was not, despite the myths, instrumental to the outcome, although entirely in character with the way he took on the mission. He had already made his most telling contribution. Ultimately, however, success has to be credited to the organization and individuals within it that 'H' Jones led. Allied to a collective robustness and determination, at every level, there were acts of initiative, heroism, selflessness - many unrecorded - that in any account commemorating the battle 25 years later, it seems invidious to single out individual acts and people.

In summary, this was a battle where a potential strategic disaster was avoided by the leadership, insight and courage of one man, a victory delivered by The Parachute Regiment ability to thrive on chaos, uncertainty and set-backs which can destroy lesser mortals!

The editor would like to credit
Colonel David Benest OBE (Signals Officer,
2 PARA. 1981-83). David passed in August 2020.

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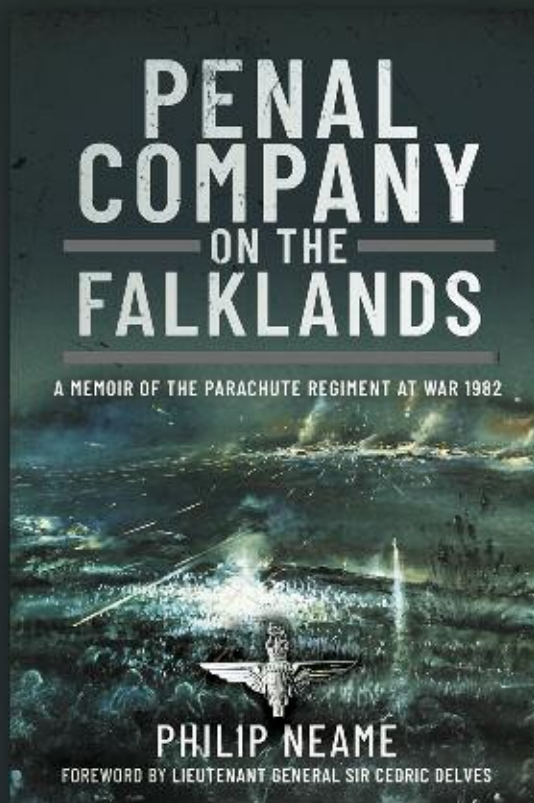
D company was one of 3 rifle companies of 2 PARA, the battalion that defeated overwhelmingly larger Argentinian forces at the iconic battle of Goose Green in the Falklands War, and whose commander died earning the Victoria Cross. For reasons of the alphabet, D Company was the Cinderella to A and B companies - at the back for everything, always starting in reserve, and the parking lot for those who proved too much trouble for the others. They were referred to as Penal Company.

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OUR BOYS

by Helen Parr, Professor of Modern and Contemporary History
Head of School of Political, Global and Social Studies (SPGS), Keele University.
Niece of Paratrooper Dave Parr, who was sadly killed on the last day of the war.



On 14 June 1982, news came to the British that the Argentines had surrendered. The servicemen fighting in the hills around Port Stanley felt tremendous relief, perhaps elation. They had won. They were alive.

Not everyone shared that moment in the same way. On the hospital ship Uganda, the daily business of caring for the wounded continued. On the P and O ferry Norland, the civilian crew tended to the Argentine prisoners, and sailed them home. Some men stationed on ships damaged or sunk during the conflict were already back in the UK. And 255 British servicemen had lost their lives. My uncle, Dave Parr, a private in 2 Para, was one of them, killed on Wireless Ridge in the final hours of the war.

When servicemen arrived back in the UK, they were proud. They had fought in and won an unexpected and intense conflict, the first fighting of its sort in a generation. Even so, for some, the welcome home parties could feel strange. At home, nothing had changed. People had watched the war on the news, but life had not been altered. Some men could not stand the attention. They did not feel like heroes. The dead were heroes, and perhaps they had not done enough to save them.

Looking back after 40 years the pride and the pain remain. The pride perhaps has grown. It takes time to see, properly see,

how hard it was to do what the British forces had to do in and around the Falkland Islands. And the people of the Falkland Islands have seized the opportunity the conflict gave them. The islanders have become more prosperous and self-confident and have built a future for their children. For many veterans and families, returning to the islands, or setting foot on Falklands soil for the first time, helps them to see the conflict in a new light. They see the islands without violence. The ties between islanders and the British also help many to understand how much the islanders believe the efforts of the Task Force were worth it. The British victory gave the islanders the chance to have the lives they wanted to have.

As for the pain, it becomes less vivid, but for many, it never goes away. For some servicemen who have struggled with trauma, sometimes the pain is more profound now than it was in 1982, because it is acknowledged. Returning from the islands they suppressed it or tried hard to believe it did not exist. Over the years, for some, memories repressed have come to the fore. For others, maturity, or becoming husbands and fathers, has forced them to confront events or feelings that previously it was possible to ignore. For a few, the pain became unbearable, and adds to the casualties of war.

For families who lost loved ones, like mine, the rawness of pain diminishes over time, and

people learn to live with their loss. Families change and find ways to bring memories of the dead into their everyday lives. But awareness of the space left by loss never disappears. Knowledge of what never was is always there: the marriages not held, the children and grandchildren not born, the lives cut short.

In Britain, relatives are fortunate for the care and attention given to remembrance. For the first time after the Falklands, bodies of those fallen on land were brought back to the UK for families who requested it. Of the 255 British dead, 174 had been at sea, and their bodies could not be recovered. But the whereabouts of the dead was known. Nobody was in that horrible no-man's land, so common during the world wars, of 'missing, presumed dead'. Of the remainder, 14 were reburied in a military cemetery built at San Carlos bay, 2 remained where they had fallen, 1 was repatriated a year later, and 64 were brought back to their families, most taken to local churches and buried with full military honours. It was a change in British military tradition, and it ushered in a new era. Servicemen were no longer simply servants of their nation, to lie together where they had fallen – poet Rupert Brooke's 'corner of a foreign field that is forever England'. Rather, they were men who had chosen to join up and who had been professionally trained, and they were also men with families who loved them.

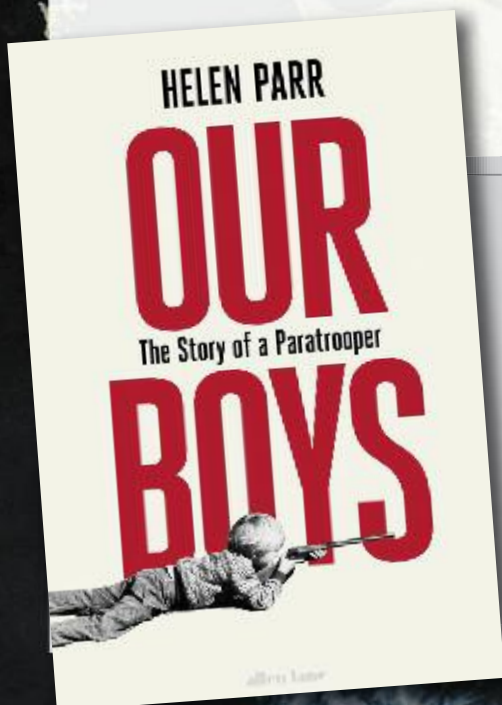
Our Boys won the Longman-History Today Book Prize, the Templer Medal Book Prize and the Duke of Wellington Medal for Military History, and was longlisted for the Orwell Prize for Political Writing.

Our Boys brings to life the human experiences of the paratroopers who fought in the Falklands War, and examines the long aftermath of that conflict. It is a first in many ways – a social and cultural history of the Parachute Regiment, a group with an elite and aggressive reputation; a study of close-quarters combat on the

Falklands Islands; and an exploration of the many legacies of this short and symbolic war.

Told unflinchingly through the experiences of the people who lived through it, Our Boys shows how the Falklands conflict began to change Britain's relationship with its soldiers, and our attitudes to trauma and war itself. It is also the story of one particular soldier: the author's uncle, who was killed during the conflict, and whose fate has haunted both the author and his fellow paratroopers ever since.

Published by Penguin Books.
ISBN 0241288940.





For Valour

FALKLANDS VICTORIA CROSS

In Remembrance

Lieutenant Colonel Herbert Jones, OBE VC

14th May 1940 - 28th May 1982

Darwin, East Falklands 28th May 1982

Lieutenant Colonel Jones was commanding 2nd Battalion The Parachute Regiment on operations on the Falklands 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 read 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. 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 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.

Lieutenant Colonel Herbert Jones VC, OBE, is buried in Blue Beach War Cemetery, Port San Carlos, Falkland Islands.

*Source: The London Gazette.
Friday 28th October 1982 - No. 49134/12831*



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message from

Lieutenant General Andrew Harrison DSO MBE

Colonel Commandant The Parachute Regiment

Forty years ago, on 2nd April 1982, Argentina invaded the Falkland Islands, a British Territory in the South Atlantic. The next day South Georgia was assaulted. After fierce firefights, the defending detachments at both locations were taken prisoner. The United Kingdom responded rapidly, sending a large Task Force, including the 2nd and 3rd Battalions of The Parachute Regiment, to recapture the Islands.

In their ensuing battles at Goose Green, Mount Longdon and Wireless Ridge, Paratroopers faced entrenched Argentinian defenders, across bleak terrain, in sub-zero temperatures and terrible weather conditions. During bitter, tenacious fighting, regularly displaying awe-inspiring courage, both battalions ultimately proved victorious. History has judged their actions pivotal to the success of campaign and the Regiment was propelled to the forefront of the public consciousness.

Through this 40th Anniversary year it is important to pause, reflect and remember the sacrifices of the forty-two members of The Parachute Regiment and attached personnel, who died fighting for the values we hold so dear. Ninety-five others were wounded in action. Seventy-one of our soldiers were recognised for gallantry, including posthumous Victoria Crosses for Lieutenant Colonel 'H' Jones and Sergeant Ian McKay.

The Falklands Campaign saw Paratroopers fighting for their lives, friends and country, far from home. Forty years earlier, at Bruneval and in North Africa their forebears had displayed similar qualities; those operations will also be commemorated this year. In North Africa the Regiment earned its fearsome nickname, "The Red Devils". It is testament to the enduring Airborne spirit of the Paratrooper and Airborne soldier that the same attributes were carried through to that remote South Atlantic island. They still burn fiercely today.

The Falklands Campaign continues to remain at the very heart of the ethos of The Parachute Regiment. The courage of those young Paratroopers earned the respect of a Nation. It continued a proud legacy forged in combat through Bruneval, North Africa, Arnhem, Normandy and dozens of less famous battles and campaigns. As the Regiment now prepares for future challenges in an unstable world, the reputation earned "down South", will never be forgotten.

Utrinque Paratus at Ad Unum Omnes

Lieutenant General Andrew Harrison DSO MBE

2022



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Message from

Major General Michael Scott CB, CBE, DSO

Commanding Officer 2nd Battalion Scots Guards, Battle of Tumbledown 1982

With the passing of 40 years since the Falklands Campaign, it is appropriate to recall the outstanding achievement of 2nd Battalion Scots Guards in the battle of Tumbledown Mountain. It was, however, not without the loss of 8 men and another 40 wounded. They will never be forgotten.

Michael Scott, Commanding Officer 2nd Battalion Scots Guards



On the 1st December 1982, South Atlantic Medals were presented at Buckingham Palace to wounded members of the Second Battalion by HRH The Duke of Edinburgh, Senior Colonel Household Division.



BATTLE OF MOUNT TUMBLEDOWN

Scots Guards celebrate after victory at Mount Tumbledown.
Image courtesy Regimental Adjutant, the Scots Guards

On the 9th June the 5 Brigade Orders Group assembled at Fitzroy to consider the plan for the attack on Stanley. 3 Commando Brigade was to attack Two Sisters and Mount Harriet by night with 45 Commando taking the former objective and 42 Commando the latter. The 3rd Battalion the Parachute Regiment was to put in a feint attack on Mount Longdon. Simultaneously the 1st/7th Duke of Edinburgh's Own Gurkha Rifles (1/7 GR) would patrol against Mount Tumbledown and Mount William. 2nd Battalion Scots Guards (2SG), with a company of Gurkhas, was to move along the Southern flank to conform with 3 Commando Brigade. It was planned that if Tumbledown and William were not to fall to the 1/7 GR patrols, 2SG would attack the features at first light on the 12th or 13th June from the South.

On his return to the Battalion for the Orders Group the Commanding Officer held a planning meeting with the Second in Command, the Company Commanders, the battery Commander, the Adjutant and the Operations and Intelligence Officers. He was concerned that the Brigade plan involved a rather predictable long uphill daylight assault across difficult ground during which the Battalion would be extremely vulnerable. (It was subsequently learned that the ten sustained fire machine guns dominated this approach). He preferred the alternative of a flanking attack launched by night from the already secured Commando positions to the West of Tumbledown.

The Brigade Commander approved of the flanking attack alternative and gave formal orders at Fitzroy on the 10th June. The Battalion was to attack Tumbledown. 1/7 GR were to attack Mt William and 1st Battalion Welsh Guards (1WG) to

be prepared to move forward and capture Sapper Hill. On Colonel Scott's return to Bluff Cove the final details of the operation were worked out. The Commanding Officer gave out his orders at 1530 hours. The plan was for a silent night attack of 3 phases preceded by a small diversionary attack from the obvious Southerly direction. The fire plan was to include fighter ground attack, five batteries of 105mm light guns, and naval fire from HMS Active and HMS Yarmouth. The mortars of 42 Commando RM and 1/7 GR were also to be available. Each phase would involve a company attack on a different part of the objective.

Phase 1 was for G Company to take the first part of Tumbledown immediately after the diversionary attack.

Phase 2 involved Left flank moving through and assaulting the main part of the mountain.

In **Phase 3** Right flank would secure the final part.

BALANCE OF FORCES

5 Marine Infantry Battalion

N Company	3 Platoons Amph Engr Platoon
O Company	3 Platoons
B Company (6 Inf Regt)	3 Platoons
C Company (3 Inf Regt)	3 Platoons
Support Company	
Mortars	4x120mm 6x106mm 6x81mm 6x60mm
Machine guns	8x heavy .50cal 24xGPMG (SF)
Howitzer Battery	6x105mm
Rocket Launchers	6x105mm

2nd Battalion Scots Guards

Right Flank	3 Platoons
G Company	3 Platoons
Left Flank	3 Platoons
Diversionary Attack Force	35 soldiers Troop Blues and Royals
Support Company	6 x 81 mm mortars 4 x heavy .50 cal MG

In support:

42 Commando	81 mm mortars
1/7 Gurkhas	81 mm mortars
Royal Artillery	5 batteries 105 Light Guns
Naval Gunfire	HMS ACTIVE HMS YARMOUTH

The Battalion's move to its assembly area was planned for 0800 hours on the 12th June but was postponed as helicopters were not available until too late. At 1100 hours the Commanding Officer was called to Brigade Headquarters and given further information about the enemy and about 3 Commando Brigade's attack the previous evening. It was agreed that in view of the delay over helicopter availability the attack should be postponed until the following night. A helicopter was provided for the Battalion reconnaissance (R Group) to move forward to observe Tumbledown from the area of Goat Ridge. At last light on the 12th June the R Group returned to Bluff Cove.

On the morning of the 13th the Battalion moved by support helicopter to the assembly area. On arrival sangars were constructed. The R Group and platoon and section commanders went forward to observe the enemy positions. If nothing else the campaign proved conclusively (again) the value of the old military maxim that the time spent in reconnaissance is never wasted. The assembly area was shelled sporadically from about 1000 hours onwards. Lance Sergeant McGeorge was wounded. Another shell scored a spectacular direct hit on the equipment of Lance Corporal Campbell and Guardsman Greenshields – which they had discarded while they dug in – setting off their white phosphorous grenades.

At 1400 hours the Commanding Officer delivered confirmatory orders. It was decided that the Forming Up Point (FUP) guides and controllers – the Recce Platoon under command of the Second in Command – were to be in position by 1900 hours having held daylight rehearsals. G Company, leading the attack, were to cross the start line at 2100 hours.

For the attack on Mount Tumbledown bergen rucksacks were not carried. The Battalion wore 'belt kit' only but with six sleeping bags carried per company to help in the treatment of casualties.

The verbal recognition signals to be used within the Battalion and with 1/7 GR were considered. The NATO password system was discarded in favour of the more practical and less formal "Hey Jimmy" for the Battalion and "Hey Johnny" for identifying the Gurkhas. While this may sound a trivial point, the system adopted proved of considerable importance during the battle.

THE DIVERSIONARY ATTACK

The attack was intended to distract the enemy's attention from the Battalion's move from Goat Ridge to the foot of Mount Tumbledown. It was hoped that the diversion would convince the enemy that attack would come from the Southern flank.

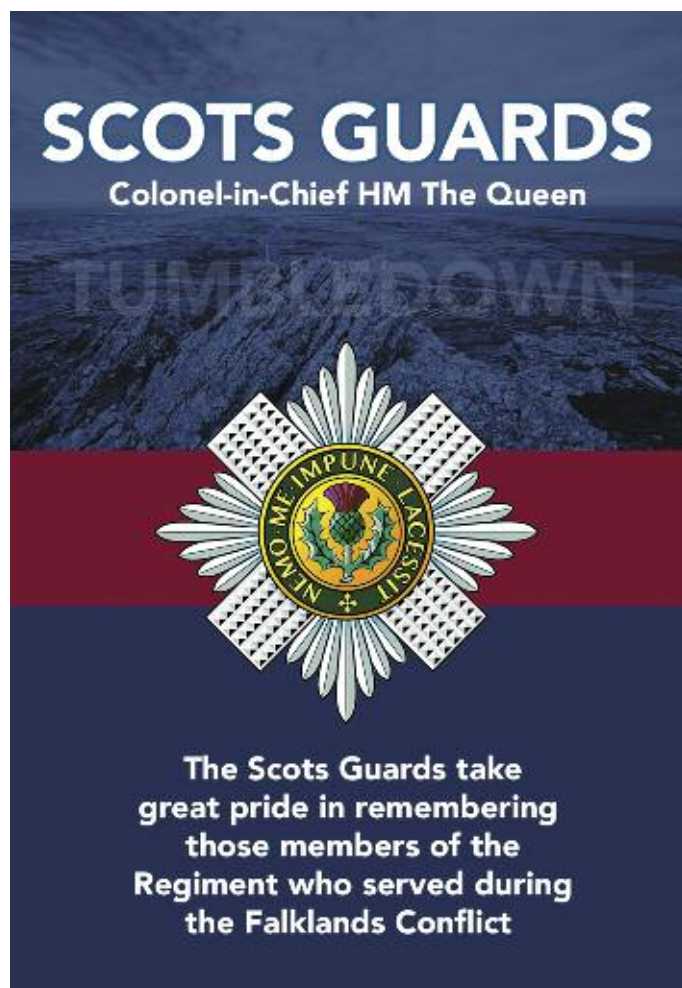
The attacking force, under command of the Officer Commanding Headquarter Company, consisted of three four-man assault sections from the Recce Platoon and a fire support group consisting of personnel from Battle Group Headquarters and A1 Echelon. Specialist support was provided by a troop of the Blues and Royals (RHG/D), two Sappers who acted as scouts, a Bombardier Forward Observation Officer and a Mortar Fire Controller.

By the time the diversion was due to start the force was in position, but no enemy had been located in spite of their having been seen during the earlier visual recce. Major Bethell sent the RHG/D troop forward towards Stanley Road to try to attract enemy fire. The leading Scorpion soon went over an anti-personnel mine without any enemy reaction so the main patrol advanced towards the enemy on foot.

At about 2045 hours a possible enemy sangar was spotted through a night sight at 75 metres. The fire support group under Company Sergeant Major Braby moved to the South to find a fire position while the assault groups commanded by Major Bethell, Drill Sergeant Wight and Sergeant Coull closed on the enemy who continued to display no reaction.

The assault groups were almost upon the first sangar when snoring was heard and other sangars were seen. As the groups split up to deal with the various sangars the under heavy fire and a fierce exchange of fire ensued. Drill Sergeant Wight and Lance Corporal Pashley (Royal Engineers) were killed at once in the assault on the Northernmost trench. Four other patrol members were wounded but the three pipers administered first aid which saved further loss of life. The enemy continued to bring down fire from a number of sangars and trenches, including a machine gun post.

At first the fire of the fire support group was neutralised, and the patrol was disorganised by the casualties taken and consequent medical requirements. Nonetheless the position was eventually secured after almost two hours of continuous fire interspersed with systematic assaults on individual trenches and sangars.



Extraction of the patrol with the dead and wounded proved difficult as it had to be accomplished on foot. One enemy emerged from a sangar unexpectedly and before he was killed threw a hand grenade which caused shrapnel wounds to Major Bethell and Piper Duffy, who were covering the withdrawal.

Further casualties occurred when Lance Sergeants Miller and McLintock, Lance Corporal Mitchell and Guardsman Carruthers – all of whom were carrying the badly wounded – trod on two anti-personnel mines. The enemy called down defensive fire on the area, but its effect was happily slight in the peaty ground. At this stage the dead had to be abandoned. The patrol moved slowly back, clearing the way by using their torches which helped them avoid at least one further mine. At about 0300 hours the RV was reached. Tumbledown, the scene of the main attack, was lit up by artillery fire and .50 tracer fire from Mount Harriet.

PHASE 1

The G Company planned advance in two columns for the three kilometres from the Forming Up Point (FUP) across the open saddle and to take the first crags of the Tumbledown feature in two phases. 7 Platoon commanded by Lieutenant MW Johnson and Company Headquarters were to secure the first company objective supported by 8 Platoon commanded by Second Lieutenant CST Page. The 9 Platoon commanded by Lieutenant CJ Blount and 8 Platoon were to move forward supported by Company Headquarters to secure the second company objective estimated to be a machine gun post. The CQMS's party, with stretchers, pipes and reserve medical kit was to bring up the rear. G Company moved off silently from the FUP and crossed the wire fence marking the start line at 2100 hours. By this time the diversionary attack was under way and there was considerable noise from the Southern slopes of Tumbledown and Harriet. As the company advanced through snow flurries and sporadic shell and mortar fire, star shells were frequently fired from the outskirts of Stanley and from a battery somewhere near the South of Moody Brook. These lit the whole battlefield and, until the slope leading to the first company objective was reached, progress was slow. At this point there had been no enemy reaction and as the first column was by then in ground hidden from the Argentinian position, 7 Platoon and Company Headquarters covered each other through this objective. The enemy had deserted it. 8 and 9 Platoons began to move against the machine gun post while Company Headquarters moved into the Tumbledown crags to

continued on page 82

The 40th Anniversary of the 1982 War is being marked with a special exhibition at the Historic Dockyard Museum in the Falkland Islands.

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With eternal gratitude to the men and women who liberated the Falkland Islands in 1982



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THE INTELLIGENCE CORPS - FALKLANDS 40

be able to cover both North and South of the mountain. The Company remained undetected. The assault platoons also found this second objective deserted although a Spanish voice was heard in the rocks above. As the second phase of the Battalion began with Left Flank advancing through G Company at 2230 hours and coming under fire almost immediately, G Company gave supporting fire with automatic weapons until the fire could no longer be safely effective for Left Flank. This supporting fire drew mortar and shell fire onto the rocks around G Company from the enemy mortar line behind Mount William and the gun battery in Stanley more of 9 Platoon were hit at this stage, including Sergeant MacDonald who refused treatment until the next morning. A Company Medical Aid Post was set up, by 9 Platoon Commander, who on two occasions protected with his own body wounded who could not move. When Left Flank began to take several casualties G Company provided the CQMS with his echelon group, extra medical orderlies and 8 Platoon who were uncommitted, as stretcher teams to join the Left Flank CQMS for the three kilometre carry back to the Regimental Air Post (RAP). These went forward through the machine gun fire that was holding Left Flank up to recover the wounded and pass them through the Company Medical Aid Post. Apart from replying to the regular sniper fire coming from the crags above Company Headquarters, G Company took no further action. The company wounded, including a Gurkha dropped off by his company, were evacuated the next day.

PHASE 2

Left Flank passed through G Company at 2230 hours and started climbing the main feature of Tumbledown Mountain with 13 Platoon, under command of Second Lieutenant JD Stuart, moving up to the crags on the left, 15 Platoon, under command of Lieutenant AM Mitchell, advancing on the lower ground to the right and 14 Platoon, commanded by Lieutenant AHJ Fraser in reserve behind Company Headquarters. Almost immediately two or three enemy semi-automatic weapons opened up on 15 Platoon who went to ground and returned fire. The immediate section attack by Lance Sergeant Dalgleish's section was beaten off by superior enemy automatic fire in depth, and there started an accurate and increasingly heavy bombardment by enemy artillery and mortars which continued throughout the night. Enemy movement about 100 – 200 metres ahead could be seen through weapon night sights (IWS) and in moving into fire positions to

engage them two casualties were taken by 15 Platoon. Guardsman Stirling was shot and killed, and Sergeant Jackson received a shrapnel wound in the thigh.

At the same time 13 Platoon in the rocks were engaged by enemy snipers equipped with excellent night sights, killing Guardsman Tanbini, mortally wounding Sergeant Simeon and wounding Lance Corporal Eyre. Company Sergeant Major Nicol was shot in the hand while going to Sergeant Simeon's aid and Guardsman Shaw had a lucky escape when a bullet was stopped by three magazines in his left breast pocket. Both 13 and 15 Platoons attempted to dislodge their enemy with 84mm, 66mm and M79, but although this was partially effective in the high ground against sniper positions it appeared to have little effect on the enemy facing 15 Platoon.

For several hours 13 Platoon's sections tried to fight through the rocks and crags and achieved some success with high explosive and white phosphorus grenades. The leading sections, commanded by Lance Sergeants Davidson and McGuinness flushed out the forward snipers and, following the enemy's communication cable, located and destroyed several sangars and sniper positions despite fierce enemy resistance. The enemy in front of 15 Platoon continued to put down a heavy weight of fire, some of them shouting and singing as they did so, but several were killed by Lance Sergeant Mitchell and his section with IWS fitted weapons. The FOO and MFC attempted to bring down fire on the enemy immediately to the front of 15 Platoon; but for much of the time only one mortar (out of six) was working, and technical problems hampered the FOOs adjustment of fire. Throughout the campaign the soft ground was found to degrade the effect of mortar fire. The mortars soon bedded themselves in and had to be removed and their fire re-adjusted. Several mortars broke when firing on maximum charge.

At approximately 0230 hours 14 platoon was moving up to exploit 13 Platoon's hard-won gains when artillery rounds arrived on target in front of 15 Platoon. After three rounds fire-for-effect from one battery, Lieutenant Mitchell led a platoon attack, supported by Company Headquarters and weapons of 13 Platoon, on the forward enemy positions.

15 Platoon's assault with grenades and rifles proved successful and four or five enemy sangars

were taken. As Company Headquarters moved forward to join them, further opportunities to maintain the momentum of the attack became apparent, and with two sections of 15 Platoon an assault was made on the next group of enemy about 200 metres up the hill. About eight enemy were killed with grenades, rifles and bayonets and an equal number gave themselves up. The Company Commander himself killed two and bayoneted a third. One enemy round passed through his left front pouch and bayonet scabbard before lodging in his compass. Although one section commander, Lance Sergeant Mitchell was shot dead and another man wounded, the assault continued up the hill with further enemy sangars, and bunkers being taken at the point of the bayonet; but with the demands of clearing those positions and guarding the prisoners as they were taken, only seven men arrived on top of the mountain. Below them were the lights of Port Stanley with some half dozen enemy running down the hill. Of those seven, three, including the Platoon Commander, Lieutenant Mitchell, were immediately cut down by a burst of machine gun fire. The Company Commander and three men were holding Tumbledown Mountain. Within fifteen minutes several other members of 15 Platoon and Company Headquarters arrived to help in securing the objective and 14 Platoon were called forward, arriving soon after.

A small enemy counterattack was driven off, mainly by 14 Platoon, but not before Lance Sergeant Nash and Lance Corporal Coventry had been seriously wounded by grenade shrapnel, and Lance Corporal Wilson and Guardsman Reynolds hit by rifle fire.

As the casualties were being evacuated, the stretcher party received a direct hit from a mortar bomb. Guardsman Reynolds (who, although wounded, was carrying a stretcher) and Guardsman Malcolmson were killed, and eight other men wounded.

The Left Flank action had taken over seven hours. Over 30 bodies were subsequently removed from the battlefield, 20 prisoners were taken, and an unknown number put to flight. The cost was 7 men killed and 21 wounded, 18 of whom were admitted to hospital. Several of the wounded owed their lives to the prompt first aid, often under fire, which they received from their comrades. In particular from Piper Rogers, the company medic, who worked ceaselessly throughout the night and treated all the casualties.



Mount Tumbledown looking east Towards Port Stanley

PHASE 3

At about 0600 hours Major SAC Price and his forward platoons (1 Platoon commanded by Second Lieutenant MVW Mathewson, and 3 Platoon commanded by Lieutenant RAD Lawrence) moved forward. Major Price was briefed by Major Kiszely who indicated the ground and told them that the fire from an enemy machine gun and some snipers 2 or 3 hundred yards ahead had wounded four men including Lieutenant Mitchell. Three of the wounded were pinned down behind a rock and the determined enemy were unflinching in the face of Left Flank fire from 84mm and 66mm.

Major Price selected the right flanking approach to the enemy as it offered the best cover. He delivered short orders to this FOO, Captain Miller, his Company Second in Command, his Platoon Commanders and his Company Sergeant Major. Unfortunately the gun position officer was unable to agree to register the target because of the believed proximity of 1/7 GR, who in fact did not arrive until later.

THE RIGHT FLANK PLAN

The Right Flank plan was for 2 and 3 Platoon to assault with Company Headquarters in the centre and 1 Platoon (commanded by Second Lieutenant the Viscount Dalrymple) giving covering fire from Left Flank's position. Fire support was to be provided on the Company Commander's orders and 84mm and 66mm were to be fired immediately before the assault. Speed was essential as daylight was only half an hour away. No artillery fire support was available, and the mortars remained largely unserviceable. After leaving the FUP the assaulting sections moved forward firing their anti-tank and other weapons as they went. Ricochets flew in all directions in the rocky terrain. A dozen men, amongst them Captain IA Bryden and Lieutenant Lawrence gained a foothold on the ledge occupied by the enemy. The reorganisation phase revealed that two enemy had been killed and four captured.

Shortly afterwards the attack was resumed, principally against three groups of enemy who had not been seen before the initial company assault had been launched. Leaving his Headquarters to guard the prisoners, the Company Commander

went forward to coordinate the actions of attacking parties who moved forward using fire and movement. On the North side of the objective Captain Bryden and Lieutenant Lawrence, with two parties, moved along the higher levels of the rocks while Second Lieutenant Mathewson moved along the lower slopes. On the North side no progress could be made initially because of enemy on the narrow centre ridge. Guardsman Pengelly was driven back by heavy enemy fire as he tried to approach the crest. However, Sergeant Jackson took out the top machine gun post after discarding his rifle and climbing the rocks to throw a grenade. This killed one enemy and enabled the advance up the narrow ridge to continue. A little further on Sergeant Jackson and Lance Sergeant Baxter then killed an enemy and captured a further wounded one. This action cleared the way for 2 Platoon under Sergeant Robertson and reinforcements from 1 Platoon to move rapidly forward and eventually link up with Captain Bryden who was by then in the rocks at the Eastern end of the position.

Captain Bryden had reached the rocks only after encountering stiff resistance on the North side of the objective. While his and Lieutenant Lawrence's groups had moved along the high ground enemy snipers had wounded first Guardsman Harkness and McEnteggart and Lieutenant Lawrence (who was shot in the head), rendering the latter's group ineffective. With Lance Sergeant McDermid and Lance Corporal Richardson giving covering fire, Lance Corporal Rennie bravely brought the wounded officer into cover. Meanwhile Captain Bryden and Guardsman Morton had reached the Eastern end of the objective, before Morton too was hit.

The arrival of reinforcements from 1 and 2 Platoons, who had been called forward by the Company Commander, secured the end crags for Right Flank. After considerable movement in the area, the enemy mounted heavy machine gun fire on the Company's forward elements. However, heavy machine gun fire was returned from Lance Corporal Campbell's section and the enemy withdrew, bringing down artillery fire as they did so. The engagement ended at about 0800 hours. Seven enemy had been killed and 14 captured (of who five were wounded). 5 Right Flankers had been wounded. Once the position had been secured, the Right Flank FOO, Captain Miller, started directing effective fire onto Port Stanley.

He was on his third "Fire Mission", when the enemy were seen leaving their trenches and walking around. After reporting to his Regiment what he saw, Captain Miller was directed to cease fire. The time was about 0815 hours.

The immediate priority was to evacuate the wounded. Captain Bryden collected the prisoners and the walking wounded and them back to Regimental Police and RAP. It took some time for the Company Commander to organise a defensive position, as platoons were thoroughly mixed up and many key men were looking after casualties. The Company was told shortly afterwards that the enemy had surrendered and that only action in self-defence was to be conducted.

During helicopter evacuation of casualties, the prisoners taken by Left and Right Flank were brought to Battalion Tactical Headquarters. Amongst them was an officer who had commanded one of the positions. While the officer was questioned in Spanish by Captain JRE Campbell-Lamerton, a sniper fired on the Scout helicopter which was taking casualties. The Argentinian officer was invited to order this lone sniper to stop firing and surrender forthwith. The sniper did not do so, but caused no further trouble, and it is assumed that he fled, or surrendered to the Gurkhas who were moving up towards Mount William. The Commanding Officer moved forward to visit Left and Right Flank and to examine the enemy positions. Accompanied by the Battery Commander, the Operations Officer and his signaller Lance Corporal Scott, he set off across the Southern slope of the feature. They were impressed with the degree of preparation of the Argentinian positions, the majority of which included well dug in sangars and shelter trenches with effective overhead cover. While the party was moving across this ground, news came on the radio that the Argentinian forces on the Falkland Islands had surrendered. The Battalion spent the night of the 14th/15th June on Tumbledown before moving by helicopter to Fitzroy.

The Editor expresses his thanks for the much valued assistance and contribution to
Major General Michael Scott CB CBE DSO,
Commanding Officer 2nd Battalion Scots Guards
in the Falklands.

The Mount Tumbledown Memorial which marks one of the last battles to take place on the Falklands.
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Support Company HQ
on the north spur of
Wireless Ridge on the
official cease-fire,
14 June 1982.
Image: via Airborne
Assault Archives.



2ND BATTALION THE PARACHUTE REGIMENT

By Brigadier David Chaundler OBE

Many will remember the 1970s. It was a terrible decade for the UK; frequent changes of government, the £ devalued, the petrol crisis, the 50mph speed limit, the Trade Union leaders having beer and sandwiches in 10 Downing Street (who was running the country?), the dead were unburied and the rubbish piled-up in the streets all against the seemingly unending counter-insurgency war in Northern Ireland. Margaret Thatcher was elected Prime Minister and in 1982 she was extremely unpopular.

And then the Argentinians invaded the Falkland Islands.

By winning the subsequent war the Country got its pride back and those of us that fought in the Falkland Islands were fortunate in that we were part of this, but on this 40th anniversary calibration let us not forget those who did not come back and those that did but were both physically and mentally impaired.

When the Task Force sailed, first with 3 Para and then 2 Para Group I watched their jingoistic departures with increasing frustration from a desk in the MOD. However, whatever frustration I may have felt I would have liked my own departure for the Falkland Islands to have been caused by anything other than the death of my old friend H Jones.

And so began an 8,000 mile journey and my arrival in San Carlos after a 60 hour journey. Brize Norton to Ascension Island, where I spent a frustration 24 hours, before an 18 hour flight as the only passenger in a C130. That it was so long was partly due to the appalling weather. In fact, had I parachuted onto land rather than into the sea, I would not be writing this.

I must give credit to the RAF. We inflight refuelled twice and with the maximum speed of

the C130 being slower than the minimum speed of a Victor Tanker the whole process had to be carried out in a shallow dive. That the RAF were able to maintain this link without the loss of a single aircraft was a remarkable feat of airmanship. I learnt later that sometimes refuelling would start at 25,000 feet with the connection not being made until just above sea level – and there are no diversion airfields in the South Atlantic!

I joined 2 Para at Goose Green four days after their remarkable victory just in time for 2 Para's controversial move forward to Bluff Cove and Fitzroy. Controversial as the Task Force's logistics were severely stretched by opening-up the southern flank. Also, after Goose Green, the Battalion was desperately short of combat supplies. Consequently my priority task was to reequip it and ready the Battalion for further operations. Not easily done with the Battalion so spread out between the two settlements. Great credit must go to Tom Godwin, the Quartermaster, and his staff.

THE ONLY MAJOR UNIT IN FITZROY

Once the Battalion was concentrated at Fitzroy this became easier until one untypically fine day the RFAs Sir Galahad and Sir Tristram sailed into the harbour and were bombed. As the only major unit in Fitzroy much of the rescue work fell to 2 Para with, especially Steve Hughes, the RMO, and his medical staff and David Cooper, the Padre, doing sterling work in giving medical aid and helping with casualty evacuation.

It was with some relief that we left Fitzroy to return to under command 3 Cdo Bde with the whole Battalion being flown to a position on the north west slope of Mount Kent. We were in reserve for the first phase of the attacks onto the mountains to the west of Port Stanley. Our orders were to follow-up behind 3 Para and RV with them



Brigadier David Chaundler OBE

next morning after they had captured Mount Longdon. The RV was to be at Furze Bush Pass behind the Mountain. Meanwhile, to the south, 42 Commando were to capture Two Sisters and 45 Commando Mount Harriett.

We moved out at mid-night. It was a very long approach march - the airborne snake. Boots broke through the frozen peat crust and feet became wet and numb; crossing rock runs risked broken and sprained ankles. At about mid-day John Crosland, who commanded B Company and was in the lead, stopped the column. I joined him. Argentinian artillery and mortar fire was landing all over Furze Bush Pass. However, there was one sheltered area in the lee of Mount Longdon into which the Battalion moved. I then started to ask for orders.

At six o'clock a helicopter landed and Hector Gullen, the Brigade Liaison Officer, got out and waving his map shouted, "Wireless Ridge tonight chaps". I think I can claim this to be the shortest set of orders for a battalion attack on record.

There then followed a 24 hour hiatus. After giving out orders the attack was first cancelled and then delayed for 24 hours as 5 Inf Bde to the south were not ready to coordinate their attack with ours. There then followed one of the coldest nights of our lives (we had left our kit including sleeping bags behind to be flown-up in due course) with soldiers carrying out double sentry drill just to keep warm.

Next morning the Battery Commander, Tony Rice, and I flew-up to join 3 Para on Mount London, which was under heavy artillery and mortar fire. As we landed a stretcher party was hit by a mortar bomb. Our helicopter was taken to fly out the casualties. Overlooking Wireless Ridge we could see that not all the Argentine positions were where had been told. The attack would have to be re-planned. Also I decided to change from a silent to a noisy attack. However, the Skyhawks struck bombing Brigade Headquarters and our Echelon on Mt Kent. All helicopter flying was stopped.

Tony and I did not get back to the Battalion until 6 o'clock. It got dark at 8 o'clock - the time the Battalion was due to move out. It says much for the Battalion that the late change of orders made little difference to the final outcome.

WIDE FLANKING MOVEMENT

The plan called for a wide flanking movement to the north and then a four phase attack each from a different direction with plenty of fire support – a frigate, HMS Ambuscade, two batteries of guns, both 2 and 3 Paras' mortars and, crucially, a troop of four CVR(T)s from the Blues & Royals commanded by the Lord Robin Innes-Ker. (The only time the CVR(T)s were used in the offensive role in the campaign). See map below.

By mid-night we were on our start lines when I was shown a recently captured map indicating a minefield right across our main axis of attack. John Crosland was with me. We shrugged our shoulders and he went off to command his Company. There was nothing we could do about it if we were to capture our objective that night.

We crossed the start line at quarter past mid-night with Tony Rice commanding the biggest fire plan since Suez in 1956. It was our third night without sleep, we had not seen a ration pack for 72 hours and we fought all night amongst blinding snow flurries.

Phil Neame's D Company opened the attack followed by Dair Farrer-Hockley's A Company and John Crosland's B Company attacking the main objective (through the minefield). There was then a small subsidiary attack on an enemy platoon position to the east by Roger Jenner's C (Patrol) Company and the Assault Engineers. Following a pause for resupply, particularly for the CVR(T) and Machine Guns Platoon as they moved up to A



and B Companies' recently captured position before the Fourth and last Phase of the attack - D Company's wide flanking movement to clear Wireless Ridge itself from the west with the CVR(T)s and Machine Guns Platoon able to give them the classic 900 supporting fire.

The night battle field is a spectacular sight. You see few men, just the occasional dark shadow darting to the next piece of cover. The flares burst overhead and swing down through the clouds reflecting an eerie light. The lines and lines of red traced and the occasional streak of flame as an antitank missile is fired and all the time the high explosive of the artillery, some of it in-coming bursting above us and others throwing-up huge clods of peat as they exploded in the ground. And the noise...

In general terms the attack went according to plan. A Company were hit by artillery fire as they approached their objective sadly killing Colour Sergeant Findley and, once on the objective, a group of people were detected approaching from the left flank. The guns were laid on them before it became apparent they were the SAS retreating having failed to blow-up the oil tanks in Port Stanley. They asked for 2 Para to bail them out. Rightly, Brigadier Julian Thompson refused the request. Years later it was put about that the SAS were conducting a diversionary attack for us. First we had heard of it!

D Company cleared the first position on Wireless Ridge and called for fire on their next objective, which came crashing down on top of them. There was a pause whilst the artillery was adjusted and, with Phil Neame much to the fore, the Company resumed its momentum. D Company lost Privates Parr and Slough before they went firm on their final objective. In total the Battalion lost a further 11 wounded. Credit must be given to the helicopter pilots for flying resupply in and casualties out in the dark with only minimal lighting indicating the landing zone.

ARGENTINEAN ARMY COLLAPSED

At first light D Company were counter-attacked twice. The only time in the campaign the Argentinians counter-attacked. As it became first light Port Stanley was clearly visible and not long after we witnessed the collapse of the Argentinian Army. Suddenly out of the Moody Brook valley below us and off the mountains opposite came what looked like back ants on the move as the Argentinian Army collapsed and, head down, dejected, defeated, they headed for Port Stanley.

We were in seventh heaven - the adrenaline was flowing. The CVR(T)s and Machine Guns were firing into the valley, as were the Mortars. Tony Rice was controlling a Regimental fire mission – all three batteries. We were tearing-up the valley with high explosive and machine gun fire.

Then something inside me said STOP, you are slaughtering these people to no good purpose. (There is a moral dimension in war). I ordered a ceasefire. This was some seven hours before the official ceasefire. My next thought was we must get into Port Stanley before the Argentinians have time to reorganise. (There was a big attack planned for that night that would involve fighting amongst the house, which could be costly in lives, including civilian lives). However, the radio link was not good and we getting stupid relayed messages like, "How many Argentinians can you



David Chandler in a total immersion suit. His kit is the small parachute.

see?" Eventually I got fed up. A and B Companies had already close-up onto the final ridge. I now ordered B Company to go down through Moody Brook and up on to the high ground the other side of the valley, A Company to move down the road and into Port Stanley and D Company to follow-up. The CVR(T)s and Machine Gun Platoon to stay on the ridge prepared to give covering fire across the valley.

B Company had just started to move when Brigadier Julian Thompson, no doubt also frustrated by the lack of radio communications, had come to look for himself. We walked off the ridge together behind A Company and onto the road into Port Stanley. He peeled off to join his Tac HQ. I then started to get orders to stop. "Stop on the 93 Easting". "Anyone see the 93 Easting on the map?" I said. "Oh dear we have passed it". We continued on into Port Stanley. No shots were fired by either side. My reasoning for a ceasefire was, not only that it was morally correct, but I believed the Argentinians to have had enough and if we fired on them there was a danger that they would fire back and then we would be into a firefight.

"Stop now". Again we were being ordered to stop. I told my radio operators to turn off their radios. I then got the order to stop over the Gunner net, which I ignored. I did eventually stop on the tactically sound position of the Old War Memorial. Also it was in line with Government House where General Menendez was. It would have made negotiating a surrender more difficult if we had overrun Government House. We had gone far enough.

FIRST INTO PORT STANLEY

For us the War was over. 2 Para had been the first to land, the first to carry out a battalion attack, which had set the tone for the rest of the land campaign, it was the only battalion to carryout two battalion attacks and now, though it had no particular tactical significance, we were the first into Port Stanley. There was much to be proud of, but now was the time to mourn lost comrades.



BATTLE OF MOUNT LONGDON

11/12 JUNE 1982

by distinguished author
JON COOKSEY

During his research on the Battle of Mount Longdon Jon Cooksey gained a unique insight into the battle from members of 3 PARA.

11th June 1982 - a little before 8.15 pm local time. Back home in Britain it was almost the height of summer but on East Falkland down in the South Atlantic it was the middle of winter. Now, pausing at a line of white mine marker tape laid by D Company on the eastern banks of a stream flowing north towards the Murrell River at Furze Bush Pass, the assaulting platoons of A and B Companies gathered their thoughts as NCOs moved up and down the lines giving their final words of encouragement. This was their 'start line' - codename 'Free Kick'. It was dark, it was bitterly cold and icy water had penetrated the boots and socks of some who had fallen thigh deep in the stream they had just forded. The sweat - the combined result of anxiety and extreme exertion - which had lathered their bodies on the tab across country from the Estancia position, was now doing its work; lowering body temperatures as the biting wind penetrated SAS windproofs.

They were late, but not by much. It was to 3 Para's credit that, as the seconds ticked by, they were coming up to being just fourteen minutes behind schedule. The approach had been difficult. Each man carried a personal load in the region of 100 lbs, a colossal weight to carry into an attack, that consisted of their personal stocks of food and water, rifle, bayonet, spare magazines stuffed into every pouch of webbing and pockets, 400-600 rounds of linked ammunition for the GPMGs and several fragmentation or phosphorous grenades. Some men carried three plastic 66mm LAWs and a couple of 84s for the Carl Gustav Rocket Launchers. Others in Support Company carried tripods for the sustained fire role GPMGs and Milan missiles strapped below radios on their hacks. They had already marched for more than three hours, held up by delays in crossing the Murrell River and confusion resulting from Support Company 'cutting up' and separating the advancing platoons of B Company. They still had some way to go to reach the lower slopes of their objective.

CSM John Weeks

It would soon be time. High up in his command post towards the rear summit - 'Full Back' - of the Argentine defences on Longdon, Major Carizzo-Salvadores and some of his HQ staff tuned in their small receiver to hear the voice of Pope John Paul II, who had arrived in Argentina that day, celebrating Mass at the National Shrine at Lujan. As the blessing began Salvadores' three platoon commanders called in. They had nothing to report. 1,500 metres away down the slopes of the mountain to the west CSM John Weeks was also pointing his men in the direction of The Almighty only his delivery was rather more prosaic than that of the Pontiff. 'If any of you want to pray then here's your chance to really talk to the man upstairs because you'll need him throughout the night'. Section commanders were also doing their best to invoke divine intervention. Corporal Trevor Wilson's brief to Private Nick Rose and the rest of 3 Section was short and to the point; 'say your prayers lads.' Major Carrizo-Salvadores had already ordered the Rasit ground surveillance

radar, sited on Longdon's western slopes with Lieutenant Baldini's forward 1st platoon, to be switched off, fearing that its signal would be picked up by the British. The decision was to help Jon Shaw's B Company during the initial stages of its advance.

'Fly Half'

Nevertheless between 'Free Kick' and Longdon there was still a minefield to negotiate. When the order came to 'fix bayonets' the men of B Company finally realised that they had reached the point of no return. In the deafening silence before battle, the sound of 120 plus bayonets clicking into place seemed to carry for miles on the swirling wind. Would the Argentines hear? This was it. At 8.15 p.m., several hundred men of A and B Companies stepped over the white tape and into the unknown. A Company headed for First Sergeant Gonzales's 2nd Platoon defending the north western slopes and 'Wing Forward', whilst 4, 5 and 6 platoons of B Company advanced at a steady pace and shook out into assault formation as the rising moon began to illuminate the crags and the narrow, steep sided rock runs which seamed the lower slopes. Further up, the splintered outcrops of rock that marked the western summit of Fortress Longdon loomed above them. There was 'Fly Half'. That was their destination. On the right flank of B Company, 6 Platoon made for the southern approaches to 'Fly Half', guided by Corporal Jerry Phillips of D Company, veteran of several Longdon patrols, and after about an hour, hit the forward slopes and began their ascent. They had crossed the 1000 metres of intervening ground in silence save for the rhythmic 'swish, swish' of their boots brushing against the diddle-dee. Private Nick Rose checked his position in his four-man team and followed his section commander, Corporal Trevor Wilson, - '... perfect as a section commander. He was a real soldier's soldier and knew the score' - up the hill. The overpowering smell of human faeces invaded Rose's nostrils as he went on - a hint of slack Argentine organisation in the field? 'They *did not know* we were there.' Still silence. Were they really going to pull this off?



Private Nick Rose

Suddenly and violently, Nick Rose heard the silence ripped apart somewhere off to his left as the left forward section commander of 4 Platoon, Corporal Brian Milne, stepped on a mine and screamed out in agony. The mountain exploded into life as the Argentine forward bunkers and Rasit section under Sergeant Nista of Baldini's 1st Platoon came into action, spraying 4 and 5 Platoons on the western slopes with fire interspersed with green tracer rounds. Argentine mortar and artillery batteries were called up and rounds were soon thumping the ground behind the paras. The battle for Longdon has been joined. Ahead lay ten hours of the most unimaginable and bloody, hand-to-hand gutter fighting. In spite of the Argentine fire, 6 Platoon under Lieutenant Jon Shaw continued its climb up the southern flanks towards 'Fly Half' virtually unopposed. Private Nick Rose glanced left and saw the flashes of British red and Argentine green tracer dancing up and down the hillside. He remembers thinking it looked like a two-way firing range. He knew they were now moving through Argentine positions; he could see their sangars for himself.

'When we went up we weren't really sussed until we got at least halfway up the side of Longdon. Jerry Phillips took us up there and he ended up shot in the arm. 'Meccano Man' we used to call him - he had his arm pounded. Every bone was broken and he had sort of 'meccano' built into it and it grew again. We're still going up and Jerry says, "They don't know we are here, we can still get up there and do the job." So we did. There was myself, the Platoon Sergeant Pete Grey, Tony Greenwood and 'Baz' Barratt who advanced as a four-man, half section on the left hand side as we approached and breasted the top, going through a fire position. We went into sort of extended line and took cover and, 'bang, bang, bang,' just unloaded. We just 'laced' the place - laid it down thick and heavy, hard and fast and started moving forward into whatever cover we could get. It was massive, rapid fire - suppressive fire - into our general area of our responsibility. We just flooded the place, 'stonked' it. When the dust started to clear we looked for likely enemy positions and then put some rounds into those. It was 'rece' by fire' but we were doing it intelligently. Then the training kicks in. It does take over. You know where you should go. You think, "If I go there, 'bang' I'm going to get done, because it's just such a likely place for a GPMG to be covering". So we work on movement with covering fire. We're shouting to each other now, "O.K. we're going left." And so you move forward. You move where you think it's the right place to go and it is - most of the time. Sometimes it doesn't work. But then it started to break down because there were snipers with night sights, which was extremely damaging.'

The men were into and through Corporal Oscar Carrizo's section of Lieutenant Neirotti's 3rd Platoon before some of the Argentines had had time to rouse themselves from their slumbers. It

was a vulnerable time for the Argentines as new sentries had just been posted.

'I'd got three men around me - remembered Rose, - Pete Grey, 'Baz' Barratt and Tony Greenwood - and there's another eight guys in the middle section of our area and then another six to eight guys on the far right hand side - among them were Den Dunn, Trev Wilson, a bloke called Shaw, he was a craftsman (REME attached 3 Para), 'Taff Power, and Stu Gray:

Corporal Carrizo recalled how his section was quickly engulfed by Rose and his comrades,

'Outside the English were running past, screaming to each other and firing into tents and bunkers. I could hear my men being killed. They had only just woken up and now they were dying. I could hear muffled explosions followed by cries, helpless cries. I knew grenades were being thrown into the bunkers in the follow-up. The Sergeant and I discussed surrendering, but decided we'd wait until it was over. All we could do was wait. The English were all around us. They had arrived within seconds, like lightning. I prayed and prayed a grenade wouldn't come into our bunker. The sheer mental pressure exhausted me.'

Argentine Fusillade

Now, galvanised by the will to survive, the Argentine defence in 6 Platoon's area bristled into life. Sections under Corporals Diaz and Pedemonte, backed up by the fire from one of the six, heavy Browning 12.7mm machine guns of the Marine Infantry under Corporal Lamas on the right of Neirotti's position, joined in sweeping the western and south-western slopes with fire. Lieutenant Neirotti was wounded so Captain Lopez, took over to organise the defence as the first of the British shells called up by Major Argue began to fall towards 'Full Back'. Over to Rose's left and further down the slope, Lieutenant Mark Cox's 5 Platoon had been fighting hard for almost an hour. Already deep amidst the Argentine sangars by the time Corporal Milne had stepped on the mine, 5 Platoon had borne the brunt of the first Argentine fusillade that had effectively checked its advance. The route to the summit here was channelled with the steep sided, west-east orientated rock runs and jagged outcrops that served to funnel the paras into pre-registered killing zones. Now 5 Platoon faced a long and painful struggle if they were to haul themselves to the summit. As their training too 'kicked in', so they broke down into smaller 'fire and movement units'; groups working forward independently, some men drenching sangars with rifle, 66mm LAW or 84mm rocket fire before others rushed forward to take it with bomb and bayonet. Then there would be a pause whilst another objective was identified only for the entire process to be repeated a little further up the hill. It was painstaking and hazardous work made all the more deadly as the Argentines tossed grenades down the stone runs up which the paras were obliged to advance, raining searing fragments of

BRITISH FORCES

3 Para, including GPMGs, LAWs, MAWs, Milans and 81mm mortars;

in support, 6x105mm artillery of 79 Bty, 29 Cdo Regt RA, frigate "Avenger" with 1x4.5in.

In reserve - 2 Para

3 Para Commanders:

Lt Col H W R Pike,
Maj D A Collett A Coy (1, 2 and 3 Platoons),
Maj M H Argue B Coy (4, 5 and 6 Platoons),
Maj H M Osborne C Coy,
Maj P P Butler D (Patrol) Coy

metal and lethal stone chips down on them. Metre by metre 5 platoon clawed its way upward and finally silenced a GPMG position which had pinned them down just below the summit. Back on the southern slopes, 6 Platoon, which had succeeded in establishing a precarious toehold on the summit of 'Fly Half', had by now run into trouble. Corporal Steggle had led his 1 Section up towards the summit to hunt down an Argentine mortar which lay beyond whilst Corporal Wilson and Lance Corporal Murdoch had directed their sections east to winkle out the Argentine sangars just below the crest. In the darkness and confusion 6 Platoon had bypassed a bunker holding at least seven men. Dotted elsewhere on the mountain were snipers with state of the art second-generation passive night sights. As Corporal Murdoch's section worked forward, they veered north, working towards the reverse slopes of 'Fly Half' which marked the western rim of the broad saddle of lower ground between 'Fly Half' and 'Full Back' and known as 'The Bowl'. As they crossed a strip of open ground they came in range of an Argentine sniper further east along the crest towards 'Full Back'. Lance Corporal Murdoch was hit and fell to the ground. Still alive, he lay exposed in the open.

'When you go past things there could be hidden trenches but you just do not see them and remember, it's night time as well. There's a threat coming from any area so you're advancing all the time and when you're going past, 'bang' there's blokes who are shooting at you from behind because you haven't seen the defensive position. But we were being opened up on from the sides as well. We'd moved forward and were behind a rocky outcrop. Pete Grey stood up and went to throw a '42' grenade and he was shot by a sniper in his right forearm. We thought the grenade had gone off. We punched his arm down into the ground to staunch the bleeding, believing he'd lost half his right forearm and hand, but it was still there and his arm bent at the forearm instead of at the elbow - a horrible thing to watch. We were laying fire down because by this time Trev and the guys - including 'Doc' Murdoch - had been pinned down by a sniper.

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Lt General Sir Hew Pike KCB DSO MBE

Commanding Officer, 3rd Bn the Parachute Regiment (3 PARA) 1980-83

When 3 PARA splashed ashore with much relief and anticipation at Sand Bay, Port San Carlos, on that calm, sunny dawn of Friday, 21st May 1982 – it should have been dark, of course, so this was an early reminder of the frictions and delays which are endemic to warfare – most of us in the Battalion probably concluded that nothing would ever be quite the same again for the Falkland Islanders, regardless of how the conflict was resolved. How right we were, and how good it is to reflect on the peace and prosperity that the people of those Islands now enjoy. Because it was, after all, for the people and for their freedom to choose that we fought. And it is people whom we chiefly remember on this 40th Anniversary of the war.

In 3 PARA we remember with special gratitude those living in the Settlements of Port San Carlos, Teal Inlet and Estancia, who helped us in so many ways. The people who especially come to mind are Philip Miller, aged 17, driving his tractor around the hills of Port San Carlos, ignoring the threat from enemy aircraft, to deliver ammunition and defence stores to our positions; Philip, with Dave Thorsen from Teal Inlet, driving their tractors with the bold, consummate skill that none but the locals could match over that treacherous terrain, to ferry forward our mortar rounds and anti-tank missiles in support of our overland advance; Tony and Ailsa Heathman at Estancia House accepting with complete equanimity and wonderful generosity the hijacking of their precious farm and all its resources to help meet 3 PARA's logistic needs before the attacks into the mountains guarding Port Stanley; the redoubtable and utterly fearless Trudi Morrison, taking charge of her team of menfolk and their tractors from Green Patch Settlement, driving forward with vital stores towards Mount Longdon until ordered back by the Battalion Second in Command; Terry Peck and Vernon Steen exfiltrating from Port Stanley to join our advance, subsequently acting as invaluable guides and advisers as we closed with our final objectives. What would we have done without these and other remarkably brave and patriotic people, determined to see the invaders of their sovereignty ejected?

Most of all, however, we remember the young men of 3 PARA, twenty three of whom gave their lives so that the Islanders could live in freedom, whilst others suffered grievous wounds in both body and mind. They were young men of humour, character and confidence, well trained in their soldiering skills and determined to vindicate the great traditions of their Regiment, forged in the campaigns of World War 2 and in the operations that followed in subsequent decades. None of us who lived, marched and fought through the hills and valleys of East Falkland had previously experienced combined arms warfare of this intensity, however, nor been caught up in a night battle as dreadful as that to capture Mount Longdon on the 11th/12th June. Dominated as we then were from enemy observation on Mount Tumbledown until its capture almost 48 hours later, the Battalion suffered six more killed in action from the artillery and mortar fire that pounded us mercilessly until the 14th June. In these conditions, the young soldiers of 3 PARA set an example of courage and self-sacrifice that lives on in the Regiment today.

Our thoughts are very much with those comrades who gave their lives for others and for freedom, and with the families who remember them with pride but miss them so much.

Utrinque Paratus.

A handwritten signature in dark ink, appearing to read 'Hew Pike', written in a cursive style.

Lieutenant General Sir Hew Pike KCB DSO MBE

There's 'incoming everywhere, loads of stuff going down the range and then 'hang' my pal 'Fester' (Tony Greenwood), gets it just above his left eye, only a yard away from me. That was a terrible thing. 'Fester' was such a lovely guy. Then it was 'Baz' Barratt. 'Baz' had gone back to try and get field dressings for Pete Grey and as he was coming back 'bang' he got it in the back. This was when we just stalled as a platoon. There was no further we could go. The snipers were just picking people off. It was very difficult and we suffered. It was a sniping battle in that respect. So it was time to 'go firm'. Every time I went to engage - I knew where these people were - it was 'zzzum'. That deters you from sticking your head around the rocks too often. There was green tracer as well, which was all wrong. Hey! our tracer's not green! Course it's not, its theirs, its coming at you and in between every one of those (tracer rounds) there's another two or three or four, so you keep your head down. So you've got all this noise, you've got men howling and screaming and five or six yards away there's an abandoned Argentine radio set chattering away in Spanish! 'Doc' Murdoch was killed there. Oh man! I really think he was being toyed with by that guy. Shot him in the thigh first of all, then he shot him in the arm; shot him in the side of the head which blinded him. 'Doc' was telling us all this. We could hear him dying. It was terrible - a horrible way to die, a haunting way. A brave man.'

Longdon's North Face

6 Platoon B Company, 3 Para, were indeed suffering. To add to 6 Platoon's misery, the weight and accuracy of the Argentine fire and subsequent attempts to locate the sources, had altered its axis and it had strayed north, into the crossfire of a heavy machine gun firing on Lieutenant Cox's 5 Platoon. As medics frantically moved amongst the rocks trying to tend the wounded, others decided they could not leave their comrades out in the open to suffer any longer. Responding to Corporal Murdoch's cries, Private Stewart Laing broke cover and dashed out to rescue Murdoch only to be struck three times in the chest. He died instantly. This level of casualties - 5 dead and eight wounded, almost 50% of Lieutenant Shaw's command - could not be sustained. Shaw asked for and got permission from Major Argue to 'go firm' - to consolidate and hold the ground taken on the northern slopes. Over on the left flank of B Company's attack, 4 Platoon had managed to edge forward up Longdon's northern face, hitting the right hand sections of Lieutenant Baldini's command. The right hand section of Lieutenant Andrew Bickerdike's platoon had also been forced into the treacherous rock gullies, which diverted them into 5 Platoon's sector but on the left their

approach had been across 'dead ground' concealed from the Argentines. With some of 4 Platoon now working up behind 5 Platoon the men on the left-pushed on, eventually reaching a position just forward of the summit and began to penetrate the Argentine positions held by First Sergeant Gonzales's 2nd Platoon. Here they found themselves co-mingled with the leading edge of 5 Platoon. One remaining 12.7mm heavy machine gun on the lip of 'The Bowl', which sloped away over relatively open ground towards 'Full Back' to the east and holding up the final push for the summit, was silenced when Privates Gray and Gough (5 Platoon), under covering fire from Lance Corporal Carver and Private Juliff, took the bunker at the point of the bayonet. Having cleared the way this far, the mixed force of 4 and 5 Platoons were now sheltering among the rock outcrops on the rim of 'The Bowl' trying to identify the next line of defence before descending through the rocky alleyways leading to the relatively open moorland of 'The Bowl' itself and then on to their final objective, 'Full Back'. That next line of defence was to prove formidable. Sited in depth, in a classic reverse slope position, were at least two 7.62mm GPMG positions, one heavy Marine Infantry machine gun supported by Marine Infantry riflemen with night sights and a 105mm anti-tank, recoilless rifle.

'Wing Forward'

The battle had been raging now for some two hours. As soon as the paras began to move down from the crest, the accumulation of Argentine firepower, much of it pre-plotted, from sangars in and around 'The Bowl' rocked their advance every time they tried to move. Lieutenant Bickerdike's Platoon HQ came under heavy fire and Bickerdike was hit in the thigh whilst Private Cullen, his radio operator, was caught in the mouth by the same burst. There were at least four other casualties, including Private Neil Grose who had turned eighteen that day. These men badly needed medical aid and fire support but the planned fire support base that should now have been established by A Company and Support Company on 'Wing Forward' had not materialised. Major Collett's Company and the sustained fire GPMG and Milan sections under Major Dennison's command, had reached 'Wing Forward' but had come under sustained and accurate fire from several snipers in Sergeant Gonzalez's 2nd Platoon area whilst Argentine 155mm and 105mm howitzer rounds fell amongst them. Sheltered behind low peat banks most of the men had gone to ground and were trying to engage the snipers whenever they had the opportunity. Corporal

Vincent Bramley remembers seeing the firefight erupt on the mountain and his feelings of frustration at being unable to influence the outcome, 'It was like a football match when you want to join in and help your side'.

Sergeant Ian McKay

Both A and Support Companies could see what was happening, but pinned down as they were, they were not in a position to intervene effectively. In any event those few who were in a position to engage the Argentines on the mountain were afraid of hitting their own men fighting from right to left across their immediate line of fire. It was clear that the Argentines were not packing up and running to Stanley. They were, in the main, standing and making a fight of it. At some point during the battle on the western slope, Lieutenant Juan Baldini had fired a GPMG until it jammed and he was charged by a group of paras. Drawing a pistol he fired 13 shots in their direction before they reached him. He was later found dead half in, half out of sangar with his pistol in his hand and no boots on his feet. The advance, it seemed, was stalling at all points. The struggle was being distilled into a bloody battle of attrition. In order to secure victory the men on both sides would have to dig deep and call on hidden depths of determination and the ability to endure to the end. There could be no 'draw' on this mountain. Something out of the ordinary was required if the initiative was to be regained. Lieutenant Bickerdike's Platoon Sergeant, Ian McKay, now assumed command of the composite force from his own platoon and the left section of 5 Platoon under Corporal Bailey, clinging to the lip of 'The Bowl'. Conferring with Corporal Bailey, Sergeant McKay identified a heavy machine gun at the heart of the Argentine defences that was thwarting any attempt to move along the central spine of the ridge. The next cover was thirty-five metres away and there were several layers of protective bunkers between the paras and the heavy machine gun emplacement. Gathering together Corporal Bailey, Lance Corporal James and Private Burt and calling for suppressive fire, McKay's group charged across the open to be met by a hail of fire. Private Burt was hit almost immediately, but McKay, Bailey and James covered the thirty-five metres into cover. Pausing momentarily they charged again, grenading and firing into a sangar without stopping until Corporal Bailey, shot in the right hip, staggered and fell, as Lance Corporal James ducked and dived for cover. The last person to see Sergeant McKay alive was Corporal Bailey who saw him run on alone towards the Argentine machine gun nest

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Looking west - open ground meant night attacks were the only option

For Valour

FALKLANDS VICTORIA CROSS

In Remembrance

Sergeant Ian McKay VC

7th May 1953 - 12th June 1982

*Mount Longdon,
East Falklands
11th/12th June 1982*

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 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 all 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.

Sergeant Ian John McKay is buried at Aldershot Military Cemetery.

*Source: The London Gazette.
Friday 28th October 1982 - No. 49134/12831*

until he disappeared. Bailey was then hit twice more. The machine gun fell silent. After the battle Sergeant Ian McKay's body was found lying amongst the human wreckage of an Argentine bunker. For his actions on Longdon that night Sergeant McKay was awarded a posthumous Victoria Cross, the second such award to the Parachute Regiment in two weeks.

'The Bowl'

With the hard core of resistance broken, 4 and 5 Platoons could now move once more although the Argentine fire from further positions towards 'Full Back' was still intense. With 'Sunray 21' (Bickerdike) and 'Sunray Minor' (McKay) down, Major Argue sent Sergeant Des Fuller forward to co-ordinate the command of 4 Platoon. Moving up the western slopes of the mountain Sergeant Fuller first established the situation on reaching Lieutenant Bickerdike and then, with the aid of Corporal McLaughlin, decided on a 'simple' plan. They would carry on moving forward. And that is what they did. In a series of audacious, ferocious assaults, they moved down the reverse slope and into 'The Bowl', sangar by sangar, taking casualties until they too could go no further. Just as 6 Platoon had done earlier Sergeant Fuller, his position now bolstered by the steady and uncompromising presence of CSM Weeks, who began to organise the evacuation of the wounded, 'went firm'. Major Argue had by now moved his HQ in among the rocks on the summit of 'Fly Half' and although the situation was far from clear Major Argue knew enough to appreciate that his company, as it stood, was not going to get much further along the crest of the mountain. 'Fly Half' was, for the moment, secure, but the battalion was only half way to its final objective. Sometime around midnight Major Carrizo-Salvadores ordered the 45 men of his reserve - the 1st Platoon of the 10th Engineer Company under Lieutenant Quiroga - forward from its positions around the command post and 'Full Back'. Moving along the crest in the darkness they did not shirk their duty as they headed towards the fighting but they probably did little more than help to shore up a buckling defence just east of 'Fly Half' and extricate the survivors of isolated bunkers. They did not succeed in knocking the paras from their precarious perch on the summit. This was a critical stage in the battle, the outcome of which now hung in the balance. By about 2.30 am Lieutenant Colonel Pike had managed to move his HQ up onto 'Fly Half' to join Major Argue. He quickly assessed the situation. Fire from Argentine positions around 'Full Back' had checked the frontal assault of 4 and 5 Platoons and every attempt by 6 Platoon to get around the flanks, whilst A Company - still relatively intact - were still being pinned down on 'Wing Forward' to the north east. C Company under Major Osborne was still on 'Free Kick' and would take too long to get into the battle. A radical solution would be necessary if 3 Para were to secure 'Full Back'. Some of the fire support GPMG and Milan teams were already arriving in B Company positions. Working the problem Pike ordered A Company and the remaining teams of Support Company, to double back to the western end of Longdon, climb up through the ground captured by B Company and then launch their attack on 'Full Back' along the same axis, bursting through the leading elements of 4 and 5 Platoons. It was a bold scheme.

HMS Avenger

As A Company made its way back to the lower western slopes Major Argue called down artillery and Naval Gunfire Support from HMS *Avenger* as



Sergeant Ian McKay VC fallen marker

he pulled his men back from their forward positions and reorganised his battered company for one last effort to break through 'The Bowl'. Leading a composite force from 4 and 5 Platoons and fire support teams. Lieutenant Cox moved along the northern slopes in a flank attack under cover of *Avenger's* 4.5 inch barrage, towards the spot where Sergeant McKay had last been seen charging the Argentine machine gun. Cox managed to get his team some way along the track but as the naval gunfire lifted they ran into the same volume of fire that had previously halted B Company's advance. This time, however, the defenders included forty-six fresh reservists of First Lieutenant Raul Fernando Castaneda's 2nd Platoon of C Company, 7 Infantry Regiment which had recently arrived on Longdon from the area around Wireless Ridge. They had arrived a little before 3 am in response to Major Carrizo-Salvadores' request for reinforcements at 1.30 a.m. Castaneda's men joined with those of First Sergeant Gonzalez in resisting Cox's advance but the paras fought through with rifle and bayonet and moved towards the crest of the ridge where they exposed themselves to fire from the bunkers of Lieutenant Neirotti's 3rd platoon and those clustered around Carrizo-Salvadores' HQ. B Company strength was now down by 50%. They could get no further. It was time for A Company to take up the sword. With fire support teams ensconced on the eastern slopes of 'Fly Half' as a combined firebase, Major Collett deployed his men for the assault. Covered by five sustained fire GPMGs, a light machine gun and 3 Milan posts acting as 'bunker busters' and the British artillery, Major Collett-drawing lessons from B Company's experiences - ordered his platoons to conduct a slow and methodical advance from sangar to sangar through 'The Bowl', moving one platoon forward at a time. It was time consuming but it was effective as metre by metre the paras searched out and destroyed the Argentine bunkers on their relentless sweep towards 'Full Back'. But although some Argentine troops abandoned their posts many more clung to their positions and held fast on the eastern summit and around Carrizo-Salvadores' HQ. Fire from Mount Tumbledown to the south added further to the paras' difficulties.

Longdon belonged to the Paras

The Argentine commander was obliged to move when a Milan scored a near miss and it was men of the Milan teams who became some of the last para fatalities of the battle. It was an artillery round, or a round from a Czekalski 105mm recoilless rifle operated by Corporal Manuel Medina, one of First Lieutenant Casraneda's men, firing along the length of the ridge towards 'Fly Half', that scored a direct hit on the Milan team operated by Corporal Keith McCarthy and Privates Peter Hedicker and Phillip West. Privates Hedicker and West were killed immediately and Corporal McCarthy died a short time later. With daybreak just a little over an hour away it looked as though Brigadier Thompson's fears of the battle spilling over into daylight hours were about to be realised but A Company's assault gathered pace and as dawn broke Major Collett's men had breached the Argentine defences around 'Full Back' and were almost onto the summit. Major Carrizo-Salvadores' men had fought the paras all night but now, at a little after 6.30 am, he finally disengaged and withdrew towards Port Stanley in the half light and mists of dawn with just 78 of the 287 men who had begun the fight. A Company finally moved on 'Full Back' and combed out the last of the Argentine bunkers whilst 3 Platoon went beyond to secure and guard the long slope down to Wireless Ridge. A Company casualties, during the two hours or more it had taken to reach 'Full Back', amounted to one man - Private Coady - wounded by fragments from his own grenade. Longdon finally belonged to the paras. The battle might have been over but at a dreadful cost. 3 Para's losses amounted to 18 killed and more than 40 wounded, Argentine losses were thought to be 31 killed, 120 wounded and 50 taken prisoner. But as the evacuation of wounded, consolidation and reorganisation got into full swing the first of the Argentine rounds from the direction of Stanley crashed amongst the rocks searching for their targets. This was just the start of the most sustained artillery barrage suffered by any unit of the British Army since Korea in the summer of 1953. Five more men were yet to die on Longdon. The suffering was not over.

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*From the sea
came freedom...*

Forever grateful to the men and women who liberated the Falkland Islands in 1982



message from

Simon Weston CBE

Patron of the Falklands Veterans Foundation

In writing this contribution the present Trustees and I would like to take this opportunity to pay tribute to the 255 members of the British Task Force and the 3 Falkland Islanders that were lost in 1982, they will never be forgotten.

It is amazing how time has passed so quickly and we find ourselves in the 40th Commemorative Year of the Falklands Conflict. I hope that you will attend as many commemorative events as possible during 2022.

Our aims is to assist as many veterans from the 1982 conflict and next of kin of those killed in action, to return to the Falkland Islands to help with the healing process and to lay ghosts to rest where needed, even after 40 years!

As with any organisation it goes without saying that the FVF is greatly indebted to an array of volunteers and supporters who fundraise for us, without whom the FVF would not be able to operate.

I would like to thank all the Falkland Islanders that welcome and support the Falkland Veterans on their visits to the Islands.

Yours aye

Simon Weston CBE

2022



THE WELSH GUARDS IN THE FALKLANDS WAR

The 40th Anniversary of the Conflict

Johnny Rickett and Tac HQ on the road prior to the taking of Sapper Hill.
Image courtesy Johnny Rickett.

During early April of 1982 1st Battalion Welsh Guards, together with 2nd Battalion Scots Guards, were ordered to come under command of the 5th Infantry Brigade in Aldershot for possible deployment to the South Atlantic. The initial Task Force consisting of RN surface ships, submarines and civilian ships, with the Commando Brigade spread amongst them, was already on its way south. We proceeded on a pretty demanding exercise in and around Sennybridge in South Wales; the weather was idyllic, totally different from what we were to face in the Falklands; complete chalk to cheese as the saying goes.



Brigadier Johnny Rickett CBE

After a nail biting pause of three or four days at the completion of this exercise, the decision was made that the Brigade should join the Task Force, which by this time was well south of Ascension Island. What its role should be one could only speculate; was it to reinforce the Commando Brigade or simply to be a garrison force after the fighting was over? Time would certainly tell, but it was frustrating not to know, and we spent countless hours while sailing south planning various possible scenarios. Our send off from Southampton on May 12th aboard the QE2 was extremely moving with countless people cheering us on our way and the Regimental Band playing in full swing; our departure must have seemed somewhat reminiscent of former days when troops were sent off by ship to far flung corners of the empire!



Waving goodbye at Southampton (taken from the QE2). *Image courtesy Johnny Rickett.*



Sapper Hill. Overlooking Stanley in the background. L to R: Lt Mark Coreth (Blues and Royals), Capt Piers Minoprio (int offr), Capt Julian Sayers (S/Ops offr), Lt Col Johnny Rickett, Capt John Henderson (Ops offr)
Image courtesy Johnny Rickett.

When we reached South Georgia, we transhipped to the SS Canberra, as it was considered that the QE2 should not be risked in the event of any long range Argentine air sortie. We landed at San Carlos and dug in about 5 Kilometres away, awaiting orders as to what we should do and where we would eventually end up.

GOOSE GREEN

After much coming and going and orders and counter orders the Battalion attempted to set off on foot towards Goose Green. As no support vehicles, in the form of tractors were available to lift our heavy support weapons and the promised snowcats sent to us from HQ 5 Brigade in Darwin had run out of petrol, the move was abandoned; the only light tractor, which we could find at the San Carlos settlement was useless as it repeatedly bogged down. Our mission was to fight, not to carry out any raid and without our mortars, Milan missiles and our heavy Browning machine guns

the Battalion would not have been able to serve any useful purpose. Reluctantly we returned from whence we had started and waited patiently for someone to provide proper means of getting us all forward to the battle zone.

After some 24 hours or so it was decided that we should go round to Bluff Cove by sea and we duly set off on HMS Fearless. When Fearless reached the RV, where two landing craft should have met up with us, there was no sign of them. The decision was made by the HQ staff, who were also on board, that half the Battalion should carry on with Fearless' integral landing craft, while the other half returned to San Carlos to join us the following night.

FITZROY SOUND

The leading elements of the Battalion landed at Fitzroy and were ordered to take up positions south of the Commando Brigade, which was up in

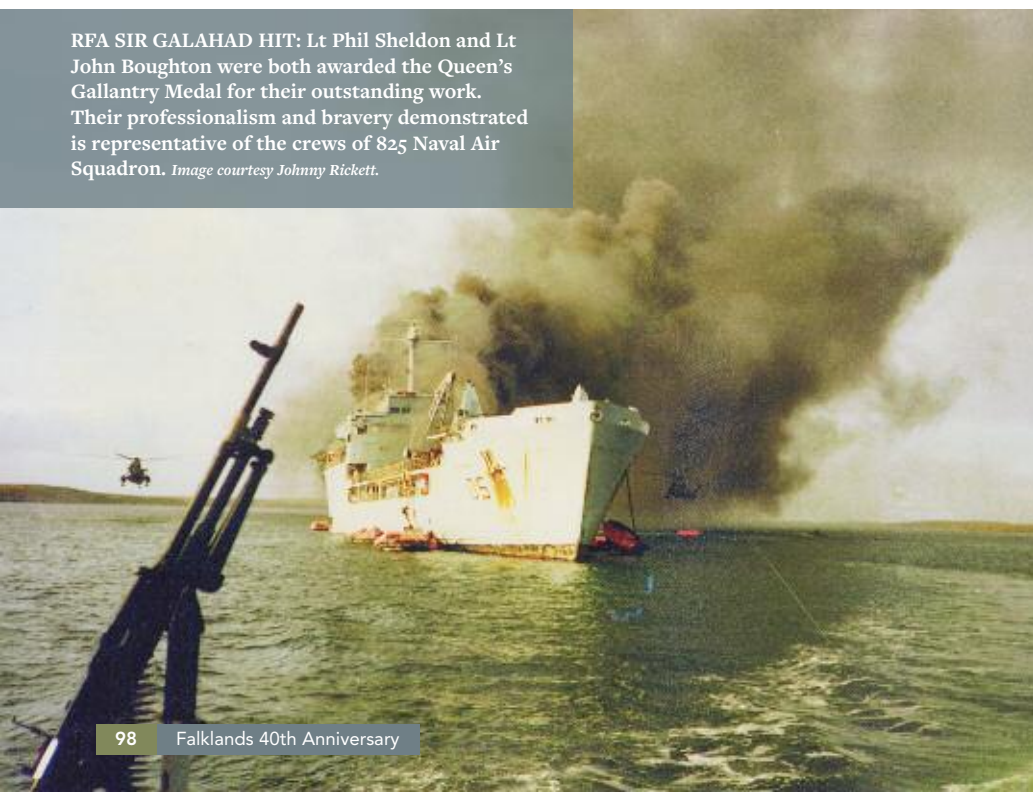
the mountains to the north. Two days later the remainder of the Battalion arrived, unbeknownst to us, in Fitzroy Sound on board the RFA Sir Galahad.

It was full daylight when she arrived and she would have made an ideal target for any Argentine air attack, which duly came after two or three hours. We suffered 38 killed and 97 who were badly burnt; it was truly a disaster as far as we were concerned and certainly gave the powers that be in London some serious considerations.

SAPPER HILL

In the event the Battalion was reinforced by A and C Companies from 40 Commando, which was guarding the rear of the Commando Brigade at San Carlos from any possible Argentine attack

RFA SIR GALAHAD HIT: Lt Phil Sheldon and Lt John Boughton were both awarded the Queen's Gallantry Medal for their outstanding work. Their professionalism and bravery demonstrated is representative of the crews of 825 Naval Air Squadron. *Image courtesy Johnny Rickett.*



The Welsh Guards Memorial at Fitzroy



LCpl David 'Dick' Clark from Abergele 2 coy, Gdsn Maldwyn Jones, Dmr Simon Mayers from Holywell 3 coy at Port Stanley with Argentine weapons Caché.

Image courtesy Johnny Rickett.

from West Falkland. From then on, we were very much involved in the final battles for Stanley, sustaining one soldier killed and four of our Royal Marines wounded in the process. Just as the Argentines surrendered the Battalion took Sapper Hill, the nearest feature to Stanley itself.

The war was over but sadly not for us; we took on the duty of garrisoning Port Stanley with the aim of sorting out the appalling debris of the war, together with guarding and transporting the Argentine POWs back to Argentina. It was during this period, before we were all shipped home, that the Battalion sustained still further casualties when a rogue sidewinder missile from a harrier aircraft fell on to the runway at Stanley airport and badly injured 11 of our soldiers, who were in the act of clearing it of snow.

RETURN HOME

After our return home and a spot of well-earned leave, the Battalion marched through those cities and towns, which have given their freedom to the regiment. This was a very moving experience, and the people of Wales truly took us to their hearts. Later in the year a parade was held for us and the Scots Guards in the grounds of Buckingham Palace. HRH the Duke of Edinburgh, together with our Colonel, the Prince of Wales, presented us with our South Atlantic medals. All our wounded soldiers were also able to be there, which was truly fitting. Their Royal Highnesses spent a long time talking to them individually, which was so much appreciated by us all.

Our total casualties during the Falklands War amounted to 39 men killed and 108 who were either badly burnt or wounded, the most that any other unit had sustained. Two Memorials mark the actions of the Battalion; one is situated at Fitzroy in memory of all our soldiers, who were killed when the Galahad was bombed in Fitzroy Sound; it also includes the names of three members of the regiment, who were serving with the SAS at the time. The other is a plaque mounted on a stone plinth at the foot of Sapper Hill to commemorate the capture of Sapper Hill at the time of the Argentine surrender.

EMOTIONAL EXPERIENCE

A large number of our veterans have returned to the Falklands over the years since the conflict. It has been an emotional experience for them all as they

retraced their moves, searching for the positions they had manned and generally breathing in the atmosphere of what they had felt during the fighting. The Falkland Islanders we have met during our many visits have been so helpful and generous in their hospitality. Here we must mention Tim and Jan Miller, Kevin and Hatti Kilmartin and Sheila and Ian Stewart, who have shown infinite kindness to all our veterans on so many occasions. Tim and Jan Miller particularly have gone out of their way for us and have been

THE WELSH GUARDS (THE GUARDS DIVISION)



The Welsh Guards take great pride in remembering those members of the Regiment who served during the Falklands Conflict

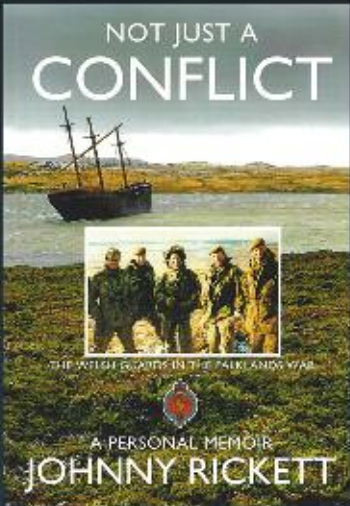
instrumental in obtaining planning permission and putting up our monument at the base of Sapper Hill. In addition, Welsh and Regimental flags always seem to be flying outside their house at the Fitzroy Settlement on St David's Day, when our veterans return at that time of year.

The South Atlantic Medal Association (SAMA) with its Welsh Branch, SAMA Wales, has been very active and supportive to all the veterans who fought there and has organised countless reunions and commemorations. The Association was largely responsible for the construction of Liberty Lodge in Stanley, where all veterans can stay when they revisit.

ANNUAL SERVICE OF REMEMBRANCE

The Falklands Families Association was formed after an initial visit to the Falklands by a number of bereaved families soon after the conflict; they meet on a regular basis. The Falklands Chapel was built at Pangbourne College, which was considered a comparatively central place for veterans to come and visit; the annual service of commemoration is always held there in June. Finally, we as a regiment, hold our annual service of remembrance at Wrexham, where there has always been a tremendous turnout of our veterans over the years. 2022, the 40th Anniversary of the war, will certainly be a memorable one.

This article was written by Brigadier Johnny Rickett CBE who commanded the Welsh Guards in 1982. Last year he self-published a book entitled "Not just a Conflict". The book is very much his personal account of the war. If you want to order this book it is available online from RHQ Welsh Guards www.welshguardscharity.co.uk/shop/not-just-another-conflict.



NOT JUST A CONFLICT

A PERSONAL MEMOIR BY JOHNNY RICKETT

This short book is a tribute to those Welsh Guardsmen who served in the Falklands, to those who were killed, and those who were injured and whose lives were so changed by the experience.

This is the first published account by a Welsh Guardsman.

'An outstanding first-hand account of war in Falklands.'
The editor Tony Talbott, Horizon Publications

The book is available from RHQ Welsh Guards at a cost of £7 including p&p. Orders can be made at this link:
www.welshguardscharity.co.uk/shop/not-just-another-conflict

Brigadier Rickett has pledged all proceeds from the sale of this book to the Welsh Guards Charity





David Pope
PHOTOGRAPHER

FALKLANDS +40 IN REMEMBRANCE

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Book

The book is primarily made up of "fine art" photographs, that depict the commemorative sites, relics and battlefields on the islands together with the main memorials in the UK.

All book sales will be in aid of SAMA82 (South Atlantic Medal Association) with £5 per book sold being donated to them.

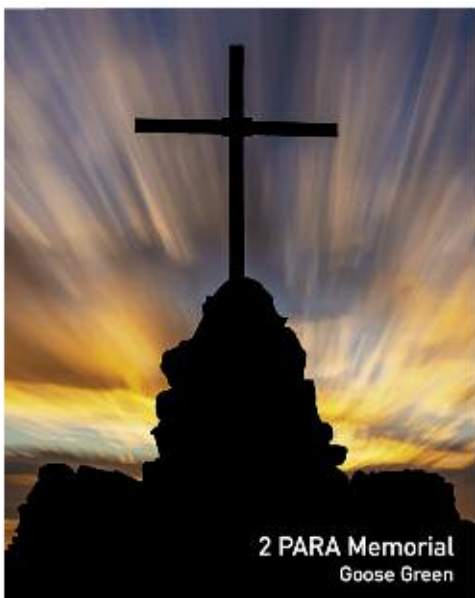
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Selected images in the book are also available as limited edition prints and an agreed fee for each of these sold will be going to SAMA82 (South Atlantic Medal Association).

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The Speaker



message from

The Rt Hon Sir Lindsay Hoyle

Speaker of the UK House of Commons

The importance of the House of Commons as the conduit for informing the nation about the Falklands conflict cannot be overstated.

At every point, from the announcement that Argentina had invaded this island nation on 2 April 1982, to the victory that ensued 11 weeks later, the news was amplified from the Commons chamber first, rather than by the media.

Not just because of the distance, the time difference (London is three hours ahead), or the absence of technology, but because reporters were embedded with the fleet, so obtaining independent sources of news was difficult.

The significance of the House of Commons chamber for informing the world of the British government's intentions began with a Saturday sitting on 3 April 1982 - a rare event that had occurred most recently during the Suez Crisis in 1956.

The near three-hour debate, beginning just after 11am, was broadcast live by radio and began with Prime Minister Margaret Thatcher's announcement that a taskforce would be formed to sail 8,000 miles to the South Atlantic to claim back the islands and to return them to British administration.

Passions were high during each of the six Falklands debates, which were chaired in their entirety by then Speaker George Thomas. Some MPs could not believe we could win a war that would take place on the other side of the world or that we would enter into combat to save the homeland of 1,800 islanders; others questioned whether we should have tried harder for a peaceful settlement instead.

Winning the war not only demonstrated the bravery and skill of our Armed Forces, but it also showed the House of Commons at its best as a pre-eminent debating Chamber and a reliable source of news that had national and global implications.

Even more importantly, it proved to the Falkland Islanders that they - and their right to self-determination - were paramount in our thoughts, despite the thousands of miles that divided us.

On this, the 40th anniversary, I pay tribute to the veterans, their families and all those who perished in the campaign to liberate the Falklands. You remain, and will always be, an inspiration and part of our proud history.

The Rt Hon Sir Lindsay Hoyle

2022

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THE GURKHAS IN THE FALKLANDS



Lieutenant Colonel David Morgan MBE

by Brigadier D P De C Morgan OBE

How extraordinary it is four decades that now separates us from that climatic summer of 1982, when so many of the events that shaped our destiny remain very fresh in the memory or easily come to mind as if they happened only a short while ago.

A passing reference to a newspaper, chats with comrades at Annual Reunions, even an advertisement for a cruise are likely to set off a virtual slide show of images. One would include here the length and boredom of the two sea voyages and the huge rise in morale the closer we got to the action.

There is also the memory of the sad news of loss of life from accident and early actions at sea and on land, and by

contrast the crystal clear views for miles across the barren yet majestic terrain once ashore. Who amongst us can possibly forget the staggering weight carried by everyone in the Battalion or the shock of the loss of life in the attack on the LSLs? Then there was the uplifting news of the successes of the Royal Marines, the Parachute Regiment and the Special Air Service and the scared faces of the young conscript Argentinean prisoners.

continued on page 106

**7th DUKE OF
EDINBURGH'S
OWN GURKA RIFLES**



**We take great pride in paying
tribute to those members
who served with distinction
during the Falklands Conflict**

The long night march to Mount William through the snow and accurate enemy shell and small arms fire will be remembered by many. So too, no doubt, will be the mixed feelings of utmost frustration and relief when the final surrender was announced halting us as it did overlooking Stanley. All these and so many more will be marshalled in our minds again this summer.

It was a great honour for the First Battalion 7th Duke of Edinburgh's Own Gurkha Rifles and its detachments to be assigned to the Task Force and to play an important part in what must be a unique feat of arms.

For all ranks of the Battalion it was an opportunity to show the world, and particularly the enemy just how determined, tough, dedicated and thoroughly professional they were.

There were thus regrets at not being more closely engaged with the enemy, but it is gratifying to understand with the passage of time, that the Gurkha reputation which had already gone before us, played such a significant part in undermining the morale of the enemy. This undoubtedly helped to hasten the final victory.

Those who served remain hugely proud to have had a role to play in the re-capture of the Falkland Islands and to have the honour of wearing the South Atlantic Medal.

At this 40th Anniversary we salute those others from the Royal Navy, the Royal Marines, the Army, the Royal Air Force and the Merchant Marine, and of course, the Islanders who shared the experience.

We remember too those, including our own, who were wounded and who gave their lives, and also those for whom this commemoration marks yet another anniversary of tragic, personal loss. And across the divide of war and in the spirit of reconciliation, we also recognise the courage of many Argentinean servicemen who suffered for the arrogance of their leaders.

Finally, I'm afraid I can not prevent my thoughts returning at this time to the sheer indomitability of the Gurkha who achieves so much, says so little, laughs so much and is such a totally professional soldier.

Jai Seventh!



Mount William
Image courtesy © Simon Verrechia.
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THE ROYAL ARTILLERY IN THE FALKLANDS

105mm guns of 29 Commando Regiment RA

A DECISIVE CONTRIBUTION

by Major General Brian Pennicott

The land battle for the Falkland Islands was an All Arms conflict with major support provided by the Royal Navy and the Royal Air Force. The Artillery fulfilled its normal role of providing Gunner advice to commanders at all levels, forward observers, indirect fire support and air defence cover for the land forces. They were also responsible for air space management in the forward areas, ensuring de-confliction between all aircraft, including helicopters, and the supporting fire from the Royal Navy, artillery and mortars.

The threat posed by the Argentinian Air Force was substantial, particularly in the early days following the landing in San Carlos. This meant that the Rapiers of T Battery RA and the Blowpipe detachments of 32 Regiment RA were in constant use. Following the breakout of the main forces from the San Carlos area towards Stanley, the

Rapier detachments remained to provide essential cover for the Land Forces Administrative Area. The blowpipe detachments were allocated to, and moved constantly with, the two Parachute battalions.

148 Commando Battery RA had a particularly busy time. The small, highly trained teams were in constant action calling for artillery, naval gunfire support and close air support of the Harriers, when in close contact with the enemy. They took part in all the major battles as well as supporting Special Forces operations. The five 105mm gun Batteries of both 4 Field Regiment RA and 29 Commando Regiment RA were in constant use, harassing the enemy and supporting all the major attacks. The extremely harsh terrain made movement of vehicles almost impossible. As a consequence, the one Chinook helicopter and the land based Sea King helicopters were flying day and night, often in atrocious conditions in order to lift and move the guns well forward and continuously re-supply them with very large amounts of ammunition.

Another irksome problem was that the communication systems of the two Regiments were not compatible – one was on HF and the other on VHF – thus making command, control and coordination of fire, difficult. And yet the Batteries were still able to fire in support of the attacking forces across the width of the whole front and often bringing down coordinated fire to within 50 yards of our own troops.

The Gunners were involved in every aspect of the campaign and were able to show, yet again, that Artillery used properly can win battles. Artillery used badly can lose them. In his book *The Battle for the Falklands*, Max Hastings writes “The Gunners contribution to most of the battles of the war was decisive.” The Royal Artillery was immensely proud to be part of the Falklands Campaign and left the Islands with huge respect for their fellow servicemen who showed immense professionalism, bravery and fighting spirit.

INTO ACTION WITH BLACK EIGHT

by Paul Greene QM 29 Cdo Regt RA

8 (ALMA) Commando Battery RA, 29 Commando Regiment Royal Artillery, was in support of 2nd battalion The Parachute Regiment at the battle for Goose Green and Darwin. This article is an account of that action by the gun position officer, Lt Mark Waring. The Battery Commander and observation parties were provided by 29 (CORUNNA) Field Battery RA for this operation.

On 24 May 1982 the Battery received a warning order indicating that it had been earmarked for the first of a series of operations. 2 Para were marching that evening towards Darwin and Goose Green settlements some 25kms to their south. A section of guns from 8 (ALMA) Cdo Bty would be flown to Camilla Creek House to cover 2 Para's attack on these settlements. However, during that evening the operation was postponed indefinitely. 2 Para returned to their original position while the Battery resumed its normal duties.

On 26 May I was summoned to Brigade headquarters to be informed that the operation was to go ahead. Again, 2 Para were preparing to leave, and there was just enough time to receive orders and discuss local defence problems with the CO of 2 Para, Lt Col 'H' Jones. At first light, 1100 hrs 27 May, I gave orders for the preparation and deployment of the section. Four Sea King

helicopters from 846 Naval Air Squadron were allocated for the move. This meant that I could only take 28 men to man three guns, a Command post, a rebro station and cover local defence. (I had been warned that there was a possibility of small groups of enemy in the area, probably from a marine company.)

By 2000 hours the section was ready and was receiving orders from the CO when two enemy aircraft screamed past the position. The position opened fire with their small arms. In the confusion a gun No 1 was wounded. There were still enemy aircraft in the area when the first Sea King landed at 2000 hours to begin the section move. H hour was 0600 hours 28 May.

At 0715 hours the first fire mission took place, 'Troops dug in, continuous fire. Two zero seconds.' The sky to our front was illuminated with tracer and flashes of light as shells from our guns, the mortars and Navel guns crashed onto the enemy positions. The section fired continuously for the first four hours, and cartridge cases and salvage began to pile up inside the cam nets to proportions never before experienced.

It was during one of those long fire missions that incoming rounds landed very close to us. After hours of firing it was becoming increasingly difficult to keep all three guns in actions. The soft ground caused the gun trails to bury themselves almost to the layers seat, causing delays when

shifting onto fresh targets. Frequently a gun would have to be taken out for a check bearing. With the arrival of dawn at 1100hours, it was time to worry about our major threat, an air attack. The main concern was several Pucara aircraft, operating from Goose Green airstrip. It was not long before two Pucara appeared, heading straight down our Centre of Arc. When the leading aircraft was within 200 metres of the front gun and seemed ready to open fire, it was engaged by Blowpipe. The aircraft veered to the left firing its full broadside of rockets into the right of the gun position.

Throughout the day, the guns fired some 850 rounds, mainly at specific targets. A Cymbeline radar and crew from 79 Cdo Bty were flown to us and made ready to locate mortars, which were given 2 Para considerable problems throughout the day.

The following morning, 29 May, the remainder of the Battery with another 800 rounds of ammunition were flown in to join us. By early afternoon we were ready for a possible fire power demonstration, to be co-ordinated with mortars and Harrier ground attack fighters to induce the enemy to surrender. We had received reports negotiations were underway and by mid afternoon the official ceremony of surrender had taken place. 1400 Argentinians had surrendered.

'End of Mission, Target Neutralised'



Recollections

MAJOR (RTD) JOHN MELVILLE RA

At 64 years old my memories of the Falklands War in 1982 remain as clear to me today as if it was yesterday. But I have to ask myself if it is really 40 years ago this May since the Falklands War.

Like so many soldiers today, I have seen service in many areas of conflict including NI, Bosnia, Iraq and Afghanistan and none of which have affected me more than that of the Falklands War. My recollection of the incredible journey made by the Task Force and terrible and horrifying events which unfolded during the War has left their mental and physical scars on me. It is with agonizing sincerity that I give you my short story.

On the 2nd Apr 1982 I was quite happy to be going on Easter block leave like the rest of my colleagues in the Regiment. Packing the car at about 6am for a quick getaway at lunchtime, how was I to know my day and the whole of my life was about to change in the next few hours.

There was an unusual buzz around the Regiment that morning as I saw the Officers running around RHQ in a frenzy; the Adjt asked me why was I up so early and what had I heard? I replied 'nothing sir' as I had no idea what was happening. The question obviously made me think something was up and I was soon to find out. Argentina had invaded the Falkland Islands.

At that time I was a young 24 year old JNCO serving with 29 Cdo Regiment RA, I was going on holiday and about to be married on Sat 17th Apr 82. I was going to travel to Sunderland from Plymouth that morning. Instead by 10am I was in a Landrover leaving the Royal Citadel for Southampton Docks to prepare to sail to the Falkland Islands with the Task Forces, leaving my fiancée in the telephone box outside the guardroom tearfully cancelling our wedding.

We set sail later that evening on the LSL Sir Percival, the news full of the Task force heading to the South Atlantic. I thought we might just sail around for a few days and it will all be over and we could return to Barracks and go on leave, but we kept on sailing and the politicians kept on talking. We trained and trained again over the next few weeks, keeping ourselves occupied, until we reached Ascension Islands, land at last. With the extreme heat in the middle of the Atlantic and the chance to feel land under my feet, I volunteered for the sand bagging detail on shore. Someone thought it would be nice to do a 'Yomp' meaning 'Your Own Marching Pace' around the island to save us from becoming bored, not funny in 30 degree heat. After a scare about Argentinian frogmen attacking the ships we set sail every night, only to find ourselves back in the bay and sandbagging the next morning.

For what seemed to be an eternity in the bay the Task force eventually continued to sail South and it wasn't long before the weather turned for the worse and the Task Force closed up. On the 25th Apr, South Georgia was recaptured and the feeling on board that this was now serious and we were actually going into combat with the Argentinians. On the 19th May my mate Joe Charnley and I transferred over to the Norland to be attached to 2 Para and 4th Fd Regt RA. On the 21st May and in full fighting order and cam cream we were in the red glow of the lights in the car deck of the RORO Ferry 'The Norland' waiting to go ashore for the beach landings at Blue Beach. We could hear the shelling by HMS Plymouth of Fanning Head and saw a soldier pass by us on a stretcher, later to learn he had been crushed against the hull of the ship while getting onto the Landing Craft.

Every soldier may concur with mixed feelings of exhilaration, tension and apprehension of the unknown when you are about to go into battle and the minutes before hitting the beach is something that will stay with me forever. Not knowing if the beach would be opposed or unopposed and life could end in a few short moments, leaves its mark on you forever. However, the mind was sharply focused and stepping off the landing craft into four feet of freezing cold water as we waded ashore.

There are some amazingly funny moments in war and in the most extreme of circumstances and when I heard people asking what company I was in, this just made me laugh, yes it was a bit confusing but that's the fog of war for you.

The 'Yomp' to the top of Sussex Mountain carrying full kit in excess of 80lbs and additional weight with mortar ammunition and being soaking wet was quite a challenge, but "Yomping" from Port San Carlos to Stanley was going to prove to be a remarkable achievement during the war. As daylight broke and nearing the top of Sussex Mountain I turned around to see what I can only describe as an amazing scene in Port San Carlos soon to be known as 'Bomb Alley' with a dozen ships, multiple helicopters, landing craft and soldiers coming ashore, it was as if I watching a war film on a large TV screen, but I was so close to the action that I couldn't see the edges of the screen.

Dug in and facing Goose Green the intensity of the war increased, with the Argentinian Air Force



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attacking the ships in 'Bomb Alley' and I watched HMS Plymouth and 'The Antelope' being attacked, aircraft flying overhead and pilots so close that you could see them wave as they flew past. The night the 'Antelope' exploded was distressing and the night sky turned into almost daylight, such was the enormity of the explosion on board.

By 27th May the Battle for Goose Green had begun but for me my involvement in the War was almost over. Having suffered the effects of 'Trench Foot', due to the wet landings at Post San Carlos and poor condition of the DMS Boot, I was casevacted back to Ajax Bay and on arrival in the middle of a bombing raid I witnessed again the full horror of war; injured British and Argentinian casualties and the Argentinian POWs and I admit I felt dejected and embarrassed at my own injuries which were not down to enemy action but the weather!!

The return to the UK was a lengthy one, via the Hospital ship Uganda and HMS Hecla on the 'Montevideo Run' to Uruguay, where at the port a fleet of Uruguayan ambulances met the ship and under a motor cycle escort took us to the Airport where the RAF VC10 aircraft then flew all the casualties to the UK via Ascension Islands and then for transfer to the Princess Alexandra Royal Air Force Hospital at RAF Wroughton, near Swindon. We arrived in the UK on the 14 Jun which coincided with the day of the Argentinian surrender. There is so much I could say about my experiences during the Falklands War, but I'm short of space.

However, I am honoured to have served my country and note that I'm now a veteran of this war. I do not take any pleasure nor do I hold and dislike for those I fought against, but it's what soldiers do so that others reap the rewards for our unswerving commitment no matter the personal consequences. Many soldiers on both side gave their lives what they believe to be right, I am no different. My experiences are mine and I have shared them with my family, I thank you for the opportunity to share some of them with you.



1982-2022



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Recollections

BEN BERNTSEN FALKLANDS RESIDENT

Landings day Port San Carlos/San Carlos. Blue Beach/Green Beach. 19 years old working at Port San Carlos as a shepherd, living in the Bunk House (single men's accommodation) woken early hours of the morning by the shelling of Fanning's head where there was an Argentine lookout post, over the water between the two Islands (Falkland Sound), daylight comes in and the internal overhead line settlement phone rings, (secret code one long ring for all to pickup) best mate Ted (Michael Jones) shouting down the line "they are here they are here" loads of ships in the San Carlos waters.

The Argentine relief force for Fanning's head were leaving our community hall, and heading off towards Stanley on foot, they were up on the rough sheep paddock hill above the pier, when a Seaking came in with an under slung load, they used small arms fire on it, but miraculously it never came down. A few minutes after a Gazelle followed, again small arms fire was used and sadly it came down just off the pier, all the young lads in the bunkhouse were watching this from the windows, suddenly we could see a man swimming towards shore holding another guy and yelling for help, at this time some of us were looking out the Cooks back door, cousin John Thain and I said lets go help these guys, we run down to the water to give help.

Suddenly there was small arms fire raining all round the two guys in the water, there was an old boat on the beach so we dived for cover, when it was over we pushed out a scow and helped the guys out of the water, one was badly wounded and the other was okay, more people arrived from the local settlement.

We got an old stretcher and carried the wounded guy to the bunkhouse, it was obvious that he was in a bad way and losing his life, along with his copilot and our local school teacher giving first aid, I decided to run up the hill to the gorse hedge above the settlement for help, as I could hear the



boys approaching to clear the settlement, (silly thing to do in hind sight) but just wanted to get help for Sgt Andy Evans, who sadly died while I was up there, his name will always stick in my head, and I will always carry the guilt of his and the two other Gazelle pilots who died on that day, for our freedom.

From there things were crazy, and whatever I could do to help along with others in the community I did it, driving tractors up the mountain in the dark, with only a little green light to follow, to supply the guys in trenches.

Then came a request for two local lads to drive tractors from Port San Carlos to Stanley, in the spear head of advance from Port San Carlos, carrying three Para Mortar crew guys and 200 mortars on trailers, single guys without children as there was a risk that you may not return. The managers son had volunteered and we were pretty good mates, so offered to join him even though I didn't have much tractor driving experience, got kitted out by the military in cam clothes and the good old maggot sleeping bag, loaded up and off we went, managers son driving new tractor with cab and rugged Ben on open top tractor with no cab, think the boss was secretly hoping the son would take more care of the new beast.

It was an amazing scene as we left PSC, thousands of men walking with big burguns spread all around us, driving along on the tractor with engine noise too loud to hear anything else, looking around and no boys left on the trailer, stop, look back and see heads popping up out of ditches shouting "air raid red mate" by then it was nearly all over, guess if I had a direct hit, I wouldn't have known much with all the mortars on board.

Spent a night out in Third corral camp, cold night with drizzle all night, prided myself being dry in the morning as turned the old maggot upside down, bottom was water proof, set up mortars and waited for the Marines to clear Teal Inlet 1 am the following morning, got there with a few mishaps, and remembering being so sad that we



had to go back home with the tractors, and not be able to carry on with the boys to town, as the tractors were needed back at PSC for other duties, many of the boys we travelled with lost their lives, something that haunts me to this day.

As you will know the Great British forces went on to give us back our freedom, for which I will always be grateful.

Life has moved on, and I have been fortunate to be able to buy my own piece of Falklands land, known as Elephant Beach Farm. Beef finishing and land restoration has become the focus for the farm, along with tourism, trying to keep one step ahead of the challenges from an ever drying climate. The farm is currently going through a sale process, to a young Falklands couple that want to carry on with my land restoration project, and I am very happy to say that they want me to continue being part of it in an advisory role and working on the ground with volunteer groups to get projects done.

There was once a campaign by a local person to get medals for service during the war, I declined by saying we got our country back, none of us did anything better than anyone else, whether it was from the housewife cooking and passing out food doing washing drying clothes, to those of us who drove tractors, guided people along tracks etc, the most fantastic thing I feel was the Falklands Medal for our peoples contribution during the war.

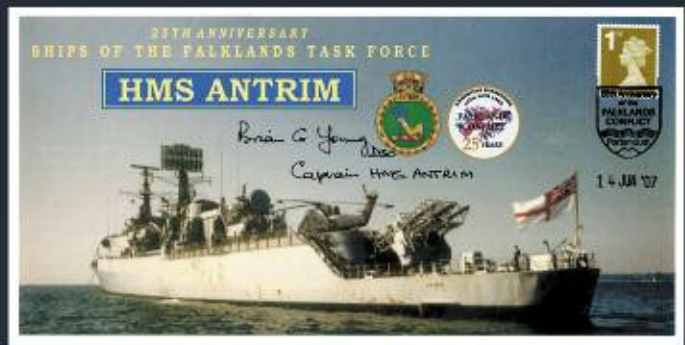
As time progresses and we have the British Military here, keeping our Islands safe and allowing us to live in peace, I pride myself in catering for service people and making them feel welcome in a home that they have allowed me to keep. We are also finishing high quality tussac fed beef in our farming operation which is produced from our natural environment, farming with nature and taking care of this beautiful environment.

3 Para and the Marines will always be my liberators, but I will always remember the respect each section had for each other during the war.



Falklands Cover 30 Sqdn

10th Anniversary of the Liberation of The Falklands Islands – SSAFA Flown in Tristar C2 of 216 Squadron from RAF Brize Norton. Signed by The Prime Minister Margaret Thatcher and Sir Rex Hunt the former Governor and Commander in Chief of the Falkland Islands. 100 issued.



Falklands Cover HMS Antrim

25th Anniversary – Ships of the Falklands Task Force. HMS Antrim. Signed by the CO of HMS Antrim during the conflict Captain Brian Young Portsmouth postmark. 10 issued.



Falklands Cover Ceasefire

25th Anniversary of the Falklands Conflict – Signing the Ceasefire. Special Portsmouth postmark. Signed by Maj Gen Sir Jeremy Moore who was the Commander of the British Land Forces during the conflict 250 issued.



Falklands Cover Operation Black Buck

20th Anniversary of Operation Black Buck. Flown in VC10 of 101 Squadron from RAF Brize Norton. Showing Vulcan refuelling. Signed by Rt Hon Sir John Nott the Secretary of State for Defence 1981-3. 250 issued.

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40th Anniversary of the Falklands Conflict

On 2 April 1982, Argentinian forces invaded the British overseas territory of the Falkland Islands in the South Atlantic.

The brief but bitter conflict lasted 74 days, during which 649 Argentine troops and 255 British servicemen lost their lives, as did three Falkland Islanders.

The role of HMS Ardent

On 21 May 1982, whilst lying in Falkland Sound, HMS Ardent, a Royal Navy Type 21 frigate, was attacked by at least three waves of Argentine aircraft. The air strikes resulted in the sinking of Ardent the following day and the loss of 22 shipmates from the 199 strong crew who abandoned ship.

HMS Ardent's key mission was to destroy or pin down the Argentine Pukara Ground Attack aircraft based at Goose Green where the Argentines held their principal stores of napalm bombs. She was entirely successful in her Naval Gunfire Support mission.

Commemorating the Falklands Conflict

2022 marks 40 years since the Falklands conflict, which we are proud to commemorate with stamps depicting HMS Ardent in action, and some of the memorials for those who lost their lives, which are located in the UK, Guernsey and the Falkland Islands.

HMS Ardent (F184), depicted on the 52 pence stamp, was one of four Royal Navy ships sunk during the Falklands conflict. Having come under air attack Ardent was told to head towards Port San Carlos.

Ardent eventually stopped in the shallow waters of Grantham Sound, the fires in her stern out of control. Commander Alan West gave orders to abandon the ship and the crew was transferred to SS Canberra. Ardent continued to burn throughout the night until she sank at 06:30 the following morning, with only her foremast remaining above the water.

Located at the edge of the National Forest in Staffordshire, the National Memorial Arboretum comprises almost 400 memorials among several thousands of trees, including the HMS Ardent Memorial (73 pence stamp). A Type 21 memorial (79 pence stamp) can also be found on Campito Hill overlooking San Carlos Water in the Falkland Islands.

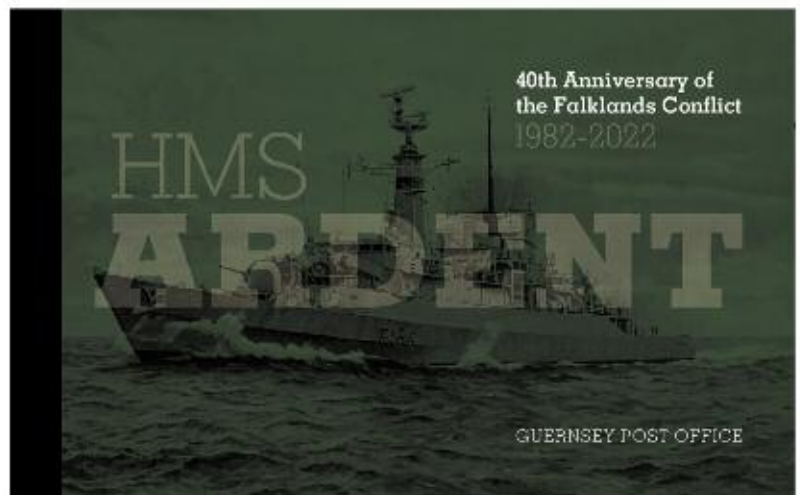


In 2021, a Falklands Memorial Bench (£1.10 stamp), was unveiled at the historic Belvedere building on Plymouth Hoe, which has a monument listing the names of all maritime personnel who died in the Falklands War.

The £1.26 stamp depicts a memorial plaque and tree found in Le Foulon Cemetery at St Peter Port in Guernsey, to commemorate Guernseyman, Petty Officer Peter Ian Herbert Brouard R.N., who died in action aboard HMS Ardent on 21 May 1982.

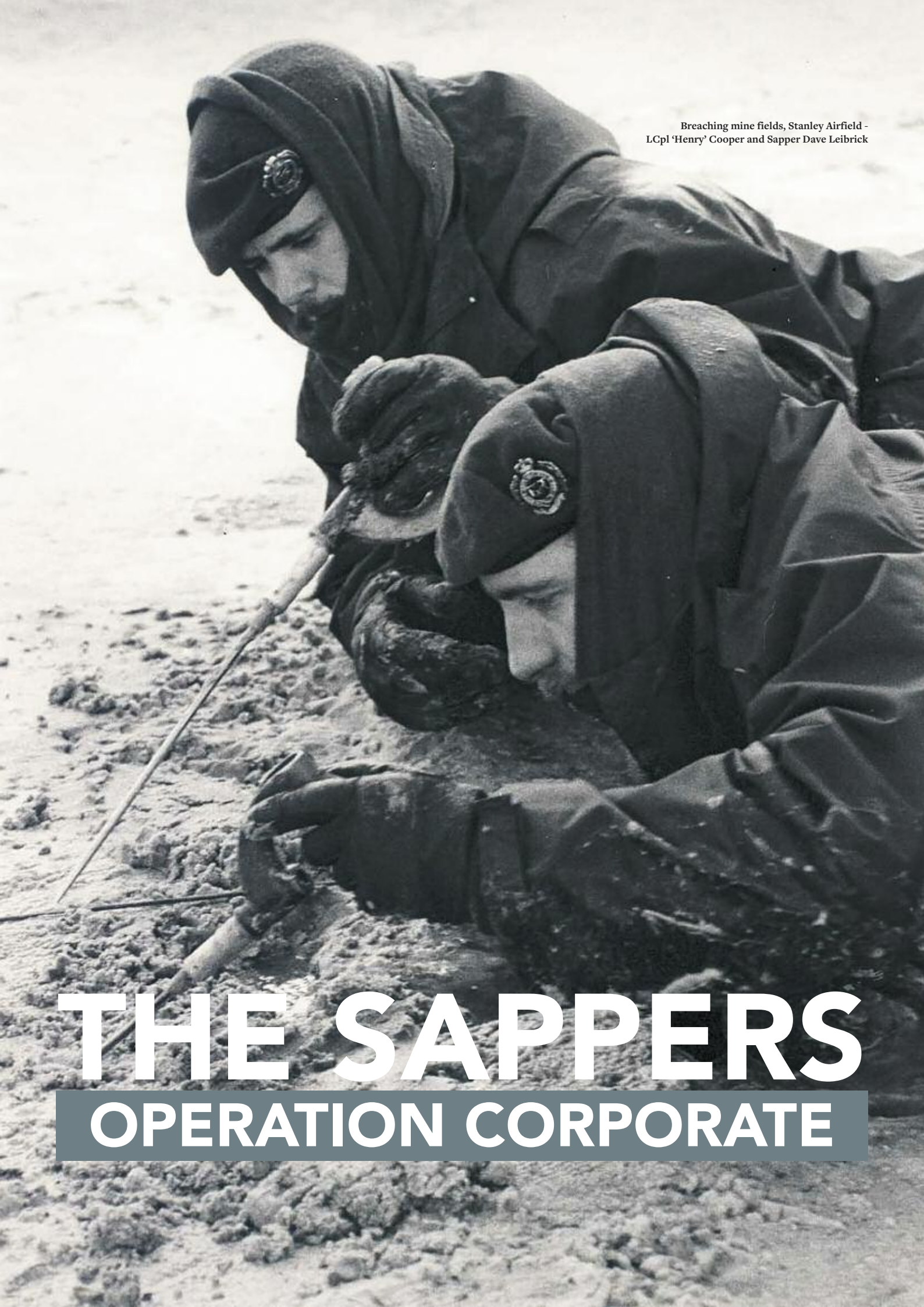
Petty Officer Brouard was serving with 815 Naval Air Squadron, the only squadron attached to the ship for the onboard helicopter. He died as his ship provided protection to the landing forces, which liberated the Falkland Islands.

HMS Amazon returned HMS Ardent's ship's bell from the Falklands, featured on the £1.35 stamp. In the late summer of 1982, the bell was installed in St Nicholas Church, HMS Drake, the Royal Naval barracks at Devonport, England, where it was accepted by Commander Alan West.



Depicted above: Set of 6 stamps: £5.75, Prestige Booklet: £23.00

www.guernseystamps.com



Breaching mine fields, Stanley Airfield -
LCpl 'Henry' Cooper and Sapper Dave Leibrick

THE SAPPERS

OPERATION CORPORATE

On 2 April 1982, in a long-standing claim to sovereignty, the invasion by Argentina of the British possessions of the Falkland Islands and South Georgia precipitated “Operation Corporate”, the South Atlantic campaign. Within three days of the fall of the Falkland Islands, a Naval Task Force sailed from the United Kingdom with 3rd Commando Brigade, which included 59 Independent Commando Squadron, later, 5 Infantry Brigade joined the Task Force. The other main Royal Engineer units deployed were: RHQ and Workshop 36 Engineer Regiment, 9 Parachute Squadron with a troop of 20 Field Squadron under command, 11 Field Squadron for Harrier Support and 61 Field Support Squadron.

The Falklands are 13,000 kilometres from the UK, so Ascension Island, another British possession almost midway between the African and South American continents, was used as a Forward Mounting Base for ships and aircraft. A troop from 51 Field Squadron (Construction) and 516 Specialist Team RE (Bulk Petroleum) deployed rapidly to the island to prepare accommodation and lay fuel pipelines. Apart from the units already mentioned in the Task Force, Explosive Ordnance Disposal, Postal, and Military Works Force units were also well represented, but Royal Engineer involvement was in top gear from the very first day because of the need to produce up-to-date mapping. Military Survey was able to produce the necessary maps and charts for all three services in a very short time despite a shortage of current data.

Falklands Sound

59 Independent Commando Squadron, with 2 Troop 9 Parachute Squadron under command, were in the vanguard of the amphibious assault landings on the Falklands on 21 May. They were met by a heavy counterattack from the Argentine Air Force, however, the landings took place against light opposition in the early hours. An enemy company held Fanning Head which dominates the Northern entrance to the Falkland Sound and San Carlos Water. This was destroyed in advance force operations shortly before the main landing. 3 Para with 2 Tp 9 Para Sqn took Port San Carlos (Green Beach), 45 Cdo with Condor Tp 59 Cdo Sqn took Ajax bay (Red Beach), and 40 Cdo with 2 Tp 59 Indep Cdo Sqn took San Carlos (Blue Beach). 2 Para landed at San Carlos and marched South to the Sussex Mountains. The bridgehead had been secured. 11 Field Squadron landed on 24 May to build a Harrier strip but lost most of its equipment when the stores ship, the SS *Atlantic Conveyor*, was sunk on 25th May. Nevertheless, a workable strip and fuel installation was open by 3rd June. Sappers were hard at work as soon as they disembarked. Each beach required a water point, Command posts were dug in using CETs, Beaches and exits had to be improved and buildings were checked for

possible booby traps. Key elements to the effort were the siting and construction of the Harrier Forward Operating Base and Emergency Fuel Handling Equipment. Sappers took part in the patrol programme and during this phase LCpl Hare, 9 Para Sqn was seriously wounded on one such patrol. Advance elements of 5th Infantry Brigade arrived at first light on 30th May. The Brigade arrived and began to unload on 2nd June. The build up of the force in the beach-head and the stocking of the BMA had reached a point where the advance to Stanley could begin. San Carlos had many advantages as a site for the initial landing. But it had one major disadvantage – it was 50 miles as the crow flies from the key objective, Port Stanley. The Sappers had particularly heavy loads to carry and the very highest standards of fitness and stamina were demanded of those who eventually walked all the way to Stanley. 3 Para with 2 Tp 9 Para Sqn headed for Teal Inlet settlement and 45 Cdo with Condor Tp 59 Cdo Sqn for Douglas Settlement. 42 Cdo with 2 Tp 59 Sqn were eventually flown forward after several days delay due to bad weather into Mount Kent. During these movements and in the area of San Carlos an enemy air attack claimed the life of Sapper P K Gandhi 59 Cdo Sqn. The raids on Darwin and Goose Green were dramatic and cost the life of Cpl M Melia, a member of Recce Tp, 59 Cdo Sqn, who was killed by machine gun fire in the action.

San Carlos Water

By the 2nd of June the main body of 5th Inf Bde were in San Carlos water and were involved in an extremely difficult and frustrating offload. Helicopter and landing craft assets were heavily tasked and spread very thinly. The plans for moving forward 5 Inf Bde had changed again and again, weather, material and limited resources combined together to frustrate the deployment forward of this element. Eventually the decision was taken to move the Bde by Sea over the nights 5/6, 6/7, 7/8 June. It was during the final day of offloading in Fitzroy Creek that the *Sir Galahad* and *Sir Tristram* were attacked by Skyhawk and Mirage aircraft. Cpl McIlvenny and Spr W D

ROYAL ENGINEERS ROLL OF HONOUR

WO1 L Gallagher BEM 22 SAS	20 May 1982
SSgt J Prescott CGM 49 EOD Sqn	23 May 1982
Cpl A G McIlvenny 20 Fd Sqn	8 Jun 1982
Cpl M Melia 59 Indep Cdo Sqn RE	28 May 1982
Cpl S Wilson 9 Para Sqn	12 Jun 1982
Lcpl J B Pashley 9 Para Sqn	14 Jun 1982
Spr P K Gandhi 59 Indep Cdo Sqn	28 May 1982
Spr C A Jones 59 Indep Cdo Sqn RE	12 Jun 1982
Spr W D Tabard 20 Fd Sqn	8 Jun 1982

FALKLAND ISLANDS GALLANTRY AWARDS

DSC - WO2 J H Phillips
CGM - SSgt J Prescott
MM - Sgt R H Wrega
MM - Cpl J A Foran
MID Maj R B Hawken, Maj R Macdonald
Lt R C Henticott, Lt C R Livingstone
SSgt T Collins, Sgt I Roy, Cpls Ford and SD
Isles; LCpls R Gillion, J D Maher, B J Randall
and W A Skinner

FOR MERITORIOUS SERVICE

OBE: Lt Col (QM) P J Saunders,
MR M J Benynon (Civ)
MBE MAJ C M Davies, WO1 R G Randall
BEM SSgts E G Bradbury: M J Dent and
P Rayner: Sgts R J Brown,
D R Patsfield and A Worthington:
Cpl N J Hall: Pte D J Hunt (ACC)
Mr R Ford (Civ)

C-in-C FLEETS COMMENDATION

Lt P M Naylor, WO2 T R Andrews,
SSgt D A Hornby, LCpl K A Durose,
Spr S Robinson.

Tabard died in this attack and 8 other members of 20 Fd Sqn under command of 9 Para Sqn were wounded.

Battle for Port Stanley

With 5 Bde well placed and 3 Cdo Bde in position the scene was set for the assault onto Port Stanley. Mount Longdon was secured with 3 Para and 2 Tp 9 Sqn, 11/12 June, 45 Cdo with Condor Tp 59 Sqn had secured Two Sisters, 11/12 June and 42 Cdo with 2 Tp 59 Cdo sqn had secured Mount Harriet, 11/12 June. Unfortunately Cpl S Wilson of 2 Tp 9 Para Sqn and Spr C A Jones of Condor Tp 59 Sqn lost their Lives in these attacks. 9 Sqn carried out some excellent minefield recces establishing safe routes to be chosen for 5 Inf Bdes advance. One of their main objectives, Tumbledown, was held by a Battalion of Argentine Marines in well prepared positions in the rocks and crags on top of the mountain. During the diversionary attack guided by a 2 NCO's of 9 Para Sqn, LCpl J P Pashley was killed and Cpl Foran was subsequently awarded the MM, The main attack went in at 0100 hrs with the same level of fire support enjoyed by 3 Cdo Bde and supported by 3 Tp 9 Para Sqn. It took all this support and a good deal of determined and courageous hand to hand fighting to dislodge the enemy. By first light

2 Scots Guards had secured the western end of this feature. Meanwhile to the North 2 Para with Recce Tp 59 Sqn were attacking Wireless ridge and then advanced onto Moody Brook. With Tumbledown now secured A Section of 9 Para Sqn was employed in guiding 1/7 GR through mined areas on their approach to Mt William (via Mt Tumbledown). 1/7 Gurkha Rifles were also supported by a recce team of a Sgt and 2 men from 1 Tp 9 Para Sqn, prepared to attack Mount William, but by then the Argentine resistance had crumbled.

Principal Sapper Tasks

By far the most important task for Sappers during the Campaign was minefield recce and breaching. Most of the recce was carried out by JNCOS and Sappers from 9 Sqn and 59 Sqn. Their performance, often under heavy and direct and indirect fire, was magnificent. The Infantry became very mine conscious once they started taking mine casualties and would go nowhere without having "Holdfast" close at hand – preferably a few steps in front. Two Bridging tasks were completed. Fitzroy Bridge had been blown creating a 66 ft gap and the area mined. 9 Sqn were required to clear the areas of mines and by using RSJ's from a RN ship and timber from the settlement wood store in Fitzroy, constructed a pier and repaired the bridge. The Murrel Bridge had collapsed under the weight of a Sampson tracked repair vehicle and again initiative and resourcefulness was required. The only available equipment bridge in theatre had parts missing and it was decided that the Air Portable Bridge was to be constructed on the ground at Fitzroy and then flown forward by helicopter to 59 Sqn on site to position it. A difficult task for the Chinook Pilot, winds of up to 40Knots and positioning a 12.8m bridge into a 13 m gap is not easy. It worked but again with supreme effort and hard work from the Sappers on site.

The Aftermath

The Argentines surrendered on 14 June, some 25 days after the initial landings. As so many times before at the end of campaigns, the Sappers then

had to take out their toolboxes and start reconstruction. Tasks such as repair of the main airfield, which had been bombed by the RAF to deny its use, restoration of water and electrical supplies, and provision of accommodation for the garrison were immediately put in hand.

EOD

Explosive Ordnance Disposal also became very prominent because of the need for battle area clearance to minimize casualties from Argentine minefields and unexploded ordnance from the fighting. This was carried out by 59 Indep Cdo Sqn and 9 Para Sqn. As soon as the battle was over the task of grappling with the mine clearance problem began, many minefields were unmarked and most of the mines were undetectable. Shortly before the battle ended SSgt P A Thorpe lost a foot clearing mines in the Murrel Bridge area and unfortunately Cpl B R Morgan and LCpl Mollinson also had feet blown off while clearing safe routes for entrance into Stanley. Essential areas were cleared, but to avoid even more casualties, other areas were marked and fenced off. However, in the immediate aftermath of the campaign, nearly two million items of unexploded ordnance of over 60 different types were dealt with.

Unusual Recognition

Unusually for the Army, in the campaign two members of the Corps were awarded naval decorations for gallantry. Warrant Officer 2 J H. Phillips, RE, and Staff Sergeant J Prescott RE, both of 49 EOD Squadron, were tasked to deal with an unexploded bomb in the boiler room of HMS Argonaut on 22 May. Another unexploded bomb lay in a flooded missile magazine near by. Working in extraordinarily cramped conditions and in very unfamiliar surroundings, they rendered the bomb safe. The following day they were both tasked to neutralize two unexploded bombs in HMS Antelope. The first bomb they came to could not be approached until extensive debris had been cleared. They therefore set about making safe the second bomb, which had been

slightly damaged and was assessed as being in a dangerous condition. They tried three times to render this bomb safe using a remote method. After a fourth attempt, the bomb unexpectedly exploded, blowing in a fully clipped steel door. SSgt Prescott died instantly and Warrant Officer Phillips was seriously injured. Warrant Officer 2 Phillips was awarded the Distinguished Service Cross. Staff Sergeant Prescott was posthumously awarded the Conspicuous Gallantry Medal, a very rare naval award for petty officers and ratings of the Royal Navy.

The following is a statement given by the then **Commander Royal Engineers, Lieutenant Colonel G W Field MBE RE**

'Sappers have to be good soldiers. They must be able to survive in combat, to handle their weapons confidently, and to look after themselves in arduous conditions. All this and be good combat engineers and tradesmen too! Sappers were, quite literally everywhere during the campaign. They were right up the front in every battle clearing mines; some were serving with or took part in special forces operations. They off loaded ships and provided water transport; they dealt with unexploded bombs on ships, they built harrier strips and bulk fuel systems for the Royal Navy, the Army and the Royal Air Force: They ran power stations and water treatment plants; they repaired buildings; they built bridges and they fought as Infantry. There is no doubt in my mind that the Arm which displayed the greatest flexibility; the resourcefulness and initiative was the Royal Engineers. We proved that we could perform most other Arms' roles at least as well as they could. I was tremendously proud of the achievements of the Sappers during and after the campaign. And we as a Corps can be proud too'.

Editorial and images courtesy: The Institution of Royal Engineers

The Editor thanks Colonel (retd) CM Davies MBE, OC 9 Para Sqn RE During the Falklands Campaign, for his much valued assistance.



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SIGNALLERS TO YOUR STATIONS: SOUTH

by Colonel RDK Thompson OBE, Commanding Officer 30th Signal Regiment

The Falklands War in 1982 was short and brutal. British Forces earmarked for operations outside Europe were not strong and ill prepared. Only problems likely to affect the conduct of a War, 8000 miles into the South Atlantic could be addressed. Whitehall wobbled. Political and military statements collided in public. Prime Minister Margaret Thatcher, steered by SIGINT and the resolute Admiral Sir Henry Leach alone had the necessary 'belief' that the UK could, successfully, go to War.

In 1982 British Forces were deployed, equipped and trained for a war in Europe. Northern Ireland was the operational priority. The concentrated firepower of the British Army and front-line strength of the RAF faced East towards the Soviet Union. Royal Signals deployed the BRUIN trunk system and LARKSPUR combat net radio - certainly up to the mark for the time. It is worth stressing that Royal Signals had neither computers, nor satnav nor mobile phones. It was all done with pencil and paper. In 1982, no British soldier had been under air attack, faced heavy 155mm artillery or had to cross a minefield. Since Korea (1950) and Suez (1956) the British had not confronted War fighting.

In February 1982, 30th Signal Regiment, a strategic communications regiment was tasked to test all communications from Ascension Island (ASI) to the UK and report back as a matter of urgency. HQ UKLF and Joint Operations staffs had frequently been warned that the results were unlikely to be satisfactory. From ASI the Commanding Officer reported that: *"In strategic communications terms 30th Signal Regiment is non-operational."*

No surprises, but the words 'tuned a few antennas' on the non-military side of Whitehall. In late March 82 the Treasury (not the MOD)

threw open its coffers for an 'Urgent Operational Requirement' (UOR) to fund a re-equipment programme, 'Supplier-to Regiment Direct'. Specifically, strategic HF radio must be replaced, and TSC 502 satellite stations (tacsatcom) were given immediate priority. 'No financial limit for equipment' but still 'no funds for spares, or installations and training'. Former colleagues, mainly ex-Royal Signals engineers, working with RACAL (now THALES) ensured the Whitehall funds stretched to build an operational package. Re-equipment was based on the RACAL HF self-tuning transmitter TAA 1885 (1 KW), and the tacsatcom TSC 502 working to the SKYNET 2 satellite. Note the singular.

The HF radio, state of the art, was relatively straight forward but required complex re-wiring and installation. Round-the-clock work on two containerized stations started immediately. Simultaneously technicians and operators were familiarizing themselves with the new 'green boxes'. Fortunately one TSC 502 was on trial with the Regiment and about to deploy to Belize under the command of Capt John Thomas to test the technical response at the edge of the satellite footprint. It was a risk, but the trial went ahead knowing that, shortly, the Regiment should have TSC 502 back-up. Belize and the Falklands had roughly the same tangential angles of shoot to the satellite.

As at 31st March it was all assumption. All that was known was 'at some time in the (near) future' the Regiment at Squadron plus strength would be on the move - North - to RAF Brize Norton and RAF Lyneham - and then South. Royal Signals was ready.

KNOCK KNOCK

On 1st April at Blandford 30th Signal Regiment was on Easter leave. The duty officer alerted the Commanding Officer (CO) to a 'telephone message' reducing the Regiment's 'notice to move' (NTM). Bit vague and the CO reminded the messenger that 'hard copy' was the order of the

day and there were alternative names for the 1st April. He and the rest of the Regiment should calm down. On 2nd April a signal announced that Argentina was invading the Falkland Islands. The Regiment, under control, moved furiously in all directions. Everyone between London and Plymouth held a conference which was understandable as there were no emergency plans to reinforce the Falklands. Maybe there were similarities to other plans - all of which were in the Ops Officer's head. Wherever, the movement by air and sea, the logistics and Antarctic conditions would be an immense challenge.

WOW - talk about Exciting. Royal Signals from Glasgow to Germany raised an eyebrow. Not very high - more of an asymptomatic twitch. MOD wished to be spared the detail. HQ UK Land Forces gulped - out of their depth and going down. Operational responsibility and coordination was vested in HQ 1 Signal Group and the Ops Room at 30th Signal Regiment, working closely with HQ 3 Commando Brigade.

COMMUNICATIONS ELECTRONIC INSTRUCTION (CEI)

Faced by a kaleidoscope of problems the first priority for Royal Signals was to ensure those called to action whistled the same tune. The Communications Electronic Instruction (CEI) or the 'Written Operational Orders' for communicators, is issued prior to deployment. It is a 'numbers document, very precise and covers the land battle, links to the Navy afloat, Harriers and Carriers, maybe many hundreds of miles apart. Preparation of the CEI for the landings and land battles became the responsibility of one Major, Keith Butler, the nominated Land Force Signals Officer and two Yeoman of Signals one of whom was a Royal Marine. That is consummate responsibility.

WHAT WAS THE BIG QUESTION

Throughout Op Corporate, the role of Royal Signals was to provide the means of communication for Land Commanders and staffs

at all levels. Technology had changed rapidly, providing a marked advantage but across the board it also proved a severe challenge. Interoperability was a 'hifalutin' word, much loved at conferences, used by some and understood by few. It was pure theory around 1982 but put ships, tactical radars, satellite systems, guided weapons in the same spectrum as far-ranging radio nets and there were going to be problems. Tested in peace - could it be demonstrated in War?

THE GREATEST TECHNICAL ADVANTAGE: CLANSMAN RADIO SYSTEM

CLANSMAN radios entered service in the late 1970s. In his highly recommended book 'Razor's Edge' Hugh Bicheno states '...the greatest technical advantage enjoyed by the British was the CLANSMAN family of radios'. When deployment was called 3 Cdo Bde, Special Forces and the Paras were equipped with CLANSMAN. The MOD distribution to other units was patchy but considered fine for peacetime. Deploying a Division at short notice had not been considered. When 2 PARA and 3 PARA joined 3 Cdo Bde, existing 5 Bde units were left with LARKSPUR radios using 1950s technology, which was seriously tired.

3 Cdo Bde departed South leaving the rest to catch-up. Of course, a LARKSPUR / CLANSMAN hybrid may have worked with operational risks across the ORBAT. Vitrally, security equipments would not be compatible, logistics back-up, radios and crypto support would have to be duplicated. The hardest problem was to recall issued CLANSMAN to be tested and re-issued. That fell to 30th Signal Regiment Ops Room staff and the Quartermasters. It was a nightmare to locate the radios complete with harnesses, batteries, charging equipment plus the cables and leads - and test them. Task Force deployment would not be delayed just for a few 'scaley diffies'. The third problem was training. To complicate matters 3 PARA, the Scots Guards, the Welsh Guards and 1/7th Gurkhas were not allocated secure Royal Signals Rear Link Detachments (RLD) in

peacetime. These were earmarked in 30th Signal Regiment and came equipped with vehicle mounted secure CLANSMAN for brigade nets. Transfers were near complete as QE2 was hooted out of Southampton but it was still necessary for Maj Mike Forge OC 5 Bde Sig Sqn to call across the fleet for a CLANSMAN staff check. Late in the day it was confirmed that wheeled vehicles could not cross East Falkland to Stanley. Many secure detachments remained at sea whilst RLD switched to VHF and HF manpack insecure radios. Personal loads were considerable with VHF PRC 351 on the Bn Comd net and HF PRC 320 in the bergen - or vice versa. Battle batteries and ammunition were rammed into every space imaginable. Oh - and here is your ration of grenades!!

3 Cdo Bde secure CLANSMAN was mounted in Volvo BV 202 tracked wagons. 3 PARA had joined 3 Cdo Bde without secure radio so Cpl Dave Taylor and crew from 30th Signal Regiment were attached to the existing 3 PARA RLD commanded by Sgt Larry Little. With wheeled vehicles grounded, Cpl Taylor re-jigged his comms into a ¾ ton trailer suitable for helo moves. Lifting forward out of San Carlos for the forthcoming battle at Mount Longdon. Cpl Taylor recalls the helo hugging the contours with the underslung load swinging, metres above the ground. Pilot message: "Problems ahead - may have to ditch the load" referring to the secure comms trailer. False alarm, or maybe just a bit of hairy pilot banter. Once in position secure comms to 3 Cdo Bde were established as part of the Bn 'Hub' at Estancia House. The 'Hub' controlled ops and fire support missions and, with manpacks, prepared a 'channel' for Tac HQ when it moved up to the battle.

2 PARA had fought the Battle of Goose Green. The RLD, under the command of Sgt Willy Granitza, was the first to use CLANSMAN in battle; it stood up well. The only glitch came during the final hours when batteries started to 'fade' in the freezing weather. It did not affect 2 PARA'S iconic success. Later, on Wireless Ridge, the final attack was one of the finest feats of combined working. Granitza recalled the PARAS battle raging with 79 Commando Battery RA, light armour from the

Blues and Royals and 3 PARA mortars 'firing' in one ear and HMS AMBUSCADE and 2 PARA mortars in the other. Lively. 2 SG went forward to the Battle of Tumbledown with Cpl Scotty Reynolds commanding the RLD, operating PRC 351 with PRC 320 in the bergen. Reynolds marched, at the end of a curly headset cable attached to Lt Col Mike Scott and his Tac HQ. Having emphasized the importance of voice procedure and comms security, an enemy artillery shell landed amongst them. The voice procedure was good but the language was hardly that of the Guards. No casualties.

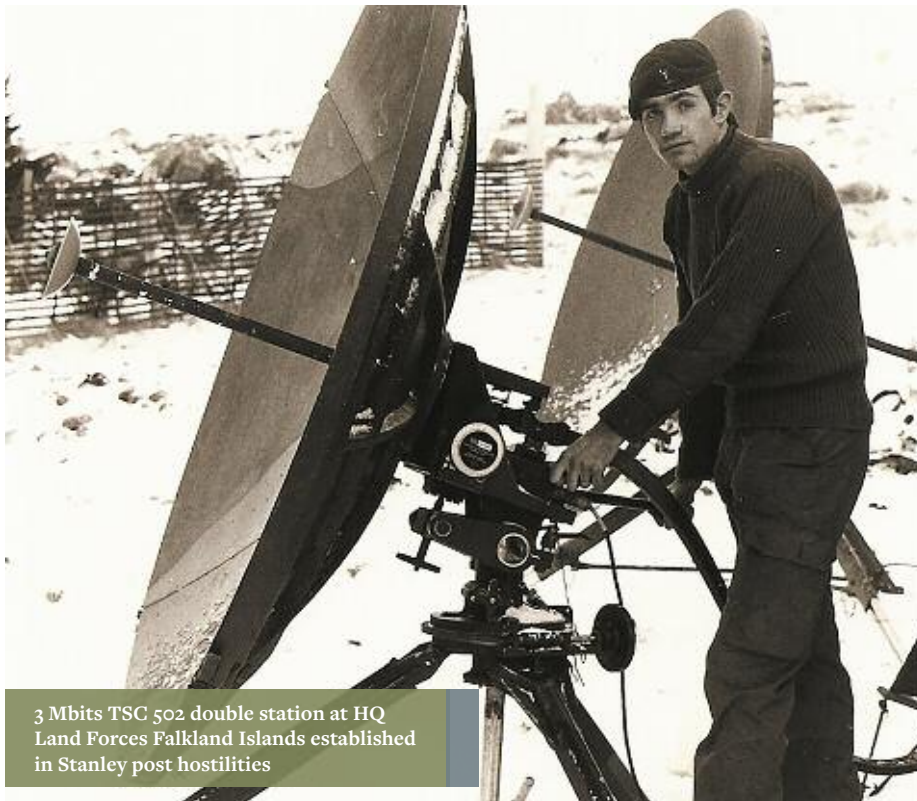
During 1/7th Gurkha Rifles advance to contact, it was thought there had been a radio compromise. Gurkha operators used native dialects to restore confidence that the nets were safe. CLANSMAN understood. Before leaving CLANSMAN it is a must to record Sgt Gordon Mather's (G Sqn) feat for the longest ever air support request to destroy enemy helicopters. Hand speed Morse, HF PRC 320, Falkland to Ascension and Ascension to San Carlos - a cool 8000 miles. Enemy aircraft destroyed.

BATTERY DISCIPLINE

Poor battery discipline is endemic, it is a killer. In Antarctic temperatures battle batteries were bound to 'fade'. The warnings were obvious. Without battery power you can defend your position but you cannot have tactical movement, or friendly fire support; no artillery or mortar support. NGS and air support are out of the question and forget casevac. And yet it is surprising how far down a unit's priority list battery maintenance features. On the battlefield charged batteries are second only to ammunition. Across 5 Bde overall battery discipline was dismal. WO2 (FoS) Joe Smith set up a brigade battery charging 'shop' at Fitzroy. 'Smithies Shed' was a 24/7 operation with a constant flow incoming by 'helo' in exchange for charged batteries. Special cases concerned SAS patrols behind enemy lines for up to 28 days. Sgt Mather said in respect of PRC 320 batteries "We took plenty". He conserved power by working schedules to Ascension.



Some members of the Rear Link Detachments that deployed from 30th Signal Regiment



3 Mbits TSC 502 double station at HQ Land Forces Falkland Islands established in Stanley post hostilities

SATELLITE SYSTEMS - TACSATCOM

On 2nd April mid-morning, LCpl Sammy McElreavey was briefed in the CO's office, promoted Acting Cpl and, in the same breath, Local Sgt. Not a blink, and in minutes he was bound for Plymouth and RFA Fort Austin. Hours later Cpl Thornton - Granville with a second tacsatcom and secure HF radio departed to join the Task Force. The going was bound to be tough so it was vital to back your best horses. The availability of satellite communications gets a mixed press. In May 1982 tacsatcoms provided the first UK 'President-to-Foxhole' link. That satisfied the wishes of some Commanders at the top of the tree, but provided a nightmare for those lower down. No use pretending otherwise, ask Brig Julian Thompson. Northwood placed tactical demands on Comd 3 Cdo Bde. Whilst recognising there were political considerations, JFHQ were 'out of the tactical picture' and they were not fighting the battle. JFHQ should have been stronger in the face of pressure. Brig Thompson's intention was to move North from the San Carlos landings towards Teal Inlet. Summoned to the TSC 502 terminal at Ajax Bay for a 'face-to-face' he was directed to conduct operations South, against the Argentine Garrison and airstrip at Goose Green/Darwin. The rest is history and

changed the ethos of British operational command for ever.

The SAS also employed satellite equipment known as 'tacsat'. Hereford had 'borrowed' AN/URC101 from the US to provide secure Regimental links from East Falkland direct to the UK. Some SAS patrols and HQ selectively deployed 'tacsat' with either 'badged' Royal Signals or specialist trained SAS operators. For the latter purpose, US satellites were used throughout. Similar equipment, purchased from the US by the Argentinians, was 'captured' after the SAS raid on Pebble Island. These radios were used to repair faults on SAS primary links. Without appropriate technical training, Corporal Steve Roden, 264(SAS) Signal Squadron, recovered a captured tacsatcom from Pebble Island, re-patriated it by 'helo' to Stanley and having traced the fault inserted the 'new' part to re-establish the link to the UK. Improvisation at its best.

TACSAT Versus HF

SAS patrols communicated with CLANSMAN PRC320 HF radio using hand speed morse on scheduled working. Sgt Gordon Mather's G Sqn patrol was inserted from HMS HERMES into the area between Stanley and Bluff Cove to report on enemy positions and installations, which they did

for 28 days. Mather frequently 'flexed' his patrol to provide close-in observation and report back, knowing he was amongst ground and air patrols and that there was an Argentinian EW unit in the area. Corporal Trevor Brookes was similarly helicoptered from HMS HERMES into the area of Goose Green/Darwin to 'suss-out' the Garrison and airstrip. Observing the scene over the waters opposite Darwin Hill the patrol remained concealed for 16 days, 'at all times surviving enemy foot patrols and air searches'. He brought in air attacks onto the fuel tanks at Goose Green airstrip and provided vital intelligence prior to the 2 Para attack on 28th May'. Little could they know of the history about to unfold. Both Mather and Brookes used HF radios and hand speed morse under the grimmest of conditions. Maybe using 'tacsat' would have eased their burden. Both were awarded the Military Medal for 'bravery and leadership of the highest traditions'.

HEAVY TRAFFIC

Controlling the technical situation, under air attack and with friendly ammo stocks exploding 200m away, it was sometimes difficult to realize that the reason for being at Ajax Bay was to pass messages. The tacsatcom provided speech and telegraph via satellite SKYNET 2B to RAF Oakhanger (UK). It was the principal means for operational and logistic messages from JFHQ to the land forces ashore. Secure HF telegraph linked Ajax Bay with HQ 3 Cdo Bde and HQ 5 Bde deployed. The situation was somewhat less than ideal. The incoming satellite channels were 24/7 chock-full. Clearing a vast number of messages was difficult and sometimes 24 hour ration packs were stuffed with hard copies and forwarded by a passing helicopter. The RN automatic broadcast systems, re-broadcasting twice already re-broadcasted signals resulted in messages arriving up to four times. Ironically, teleprinter paper was in short supply and it became difficult (and dangerous) to try to separate the operational from vital logistics messages. Local ships 'comms offices' frequently agreed to help out. Of course, the problems experienced at Ajax Bay were 'ziffed' to Bde HQs on the basis that Royal Signals, having accepted a message, should seldom be the judge of content. At one stage John Thomas was told to 'harmonise' operational signals traffic with the demands of the Press. Expletive!

LAST HURDLE

On the 14 June 1982, after 72 days, the Paras and Marines marched in to Stanley. Lt Col Mike Rose CO 22 SAS, Capt Rod Bell RM and the CO's signaller LCpl 'Ben' Gunn 264 (SAS) Sig Sqn negotiated an immediate ceasefire. The Union Jack was hoisted - as good a Nelsonian signal as

Panorama facing west from Mt Kent showing Two Sisters, Mount Tumbledown and Mount Harriet.



you could ever wish for. Around mid-day on 15th June Maj Gen Jeremy Moore arrived to negotiate an unconditional surrender. The positive outcome was signalled to the UK via SAS tacsat. SSGT Glenn Harwood and LCpl Keith Roach, having flown forward with Gen Moore, signalled the news back to HQ LFFI on HF radio.

ASPECTS OF COMMAND AND CONTROL

Command and control exists across the Armed Forces in peace and on operations. It is the responsibility of Commanders, through their staffs, to ensure their forces understand the plot. It is a subject on which many books have been written and it is complex. The primary thought is 'Leadership', the critical action is 'Orders'. The tool of command and control is communication. Note the singular.

As is often the case, the problem was not the breakdown of communication systems but of a human failure to understand, process the information, and pass it to all those who need to know in a timely manner. The minefield was the failure to recognise, prepare and establish the vital battle procedures required, for example, for the Air, Land and Sea Air Defence Plan.

When 5 Bde moved forward to Fitzroy, it was confirmed by the Carrier Battle Group that no warships had been allocated to the South East gunline that day, and therefore there was no need for deconfliction with COMAW's forces. That afternoon, 5 June, HMS Cardiff and Yarmouth detached from the Carrier Battle Group for operations in the Fitzroy area. The ships had not been warned of any helo or LCU movements in that area; this lack of information resulted, firstly, in the blue-on blue shooting down of an Army helicopter with the loss of 4 lives (in the early hours of 6th June). Then, believing the presence of hostile craft in the vicinity, Cardiff fired star rockets that illuminated the 4 x Scots Guard's LCU's as they crossed under the noses of the enemy. On the point of Cardiff opening fire a second catastrophic blue-on-blue action, possibly causing hundreds of casualties, was avoided when the ship's Captain, on an instinct, ordered 'weapons tight'.

FINAL WHISTLE


The Royal Signals were presented with a difficult set of tasks and just got on with the job. The Corps chain of command was dysfunctional.

In the ever changing maelstrom the job was to communicate - to bridge the cavernous gaps left in command and control and where possible to bring loose threads together. It was essential to exploit the technology beyond the Army to the RN and RAF. 30th Signal Regiment was packed and ready to go by 31st March 1982. The Ops Room manned jointly by military and civilians turned up the wick and the pot boiled. The nominated Force Signals Officer Maj Keith Butler and Ops Offr Maj Tim Hallchurch covered the Orders Groups and Briefings from London to Plymouth. The vital message was 'keep everyone informed'.

The fulcrum was 3 Cdo Bde. The deployment of secure CLANSMAN to 2 PARA and 3 PARA made the difference. Taking secure VHF/HF wheeled vehicles to the Falklands was a mistake. The switch to manpacks was tough. 3 PARA RLD secure comms was re-jigged into a trailer for helo lift. Innovation based on expertise of the highest order. The 5 Bde battles, notably 2 SG on Tumbledown, demanded more innovation. On Tumbledown, Cpl Tony Reynolds, like so many, abandoned his personal gear to load up with manpack radios, batteries, and ammunition - with a topping of grenades. Tacsatcom proved its worth, having separately departed by sea for Ascension, each under the command of a Corporal. It paid to recognise who, not what rank, should be in command. Corps soldiers serving with SF proved themselves and their CLANSMAN radios.

Vitaly, we remember our eight soldiers killed in action. Their names will forever be remembered.

The Editor would like to acknowledge the assistance of the Royal Signals Institution Journal.



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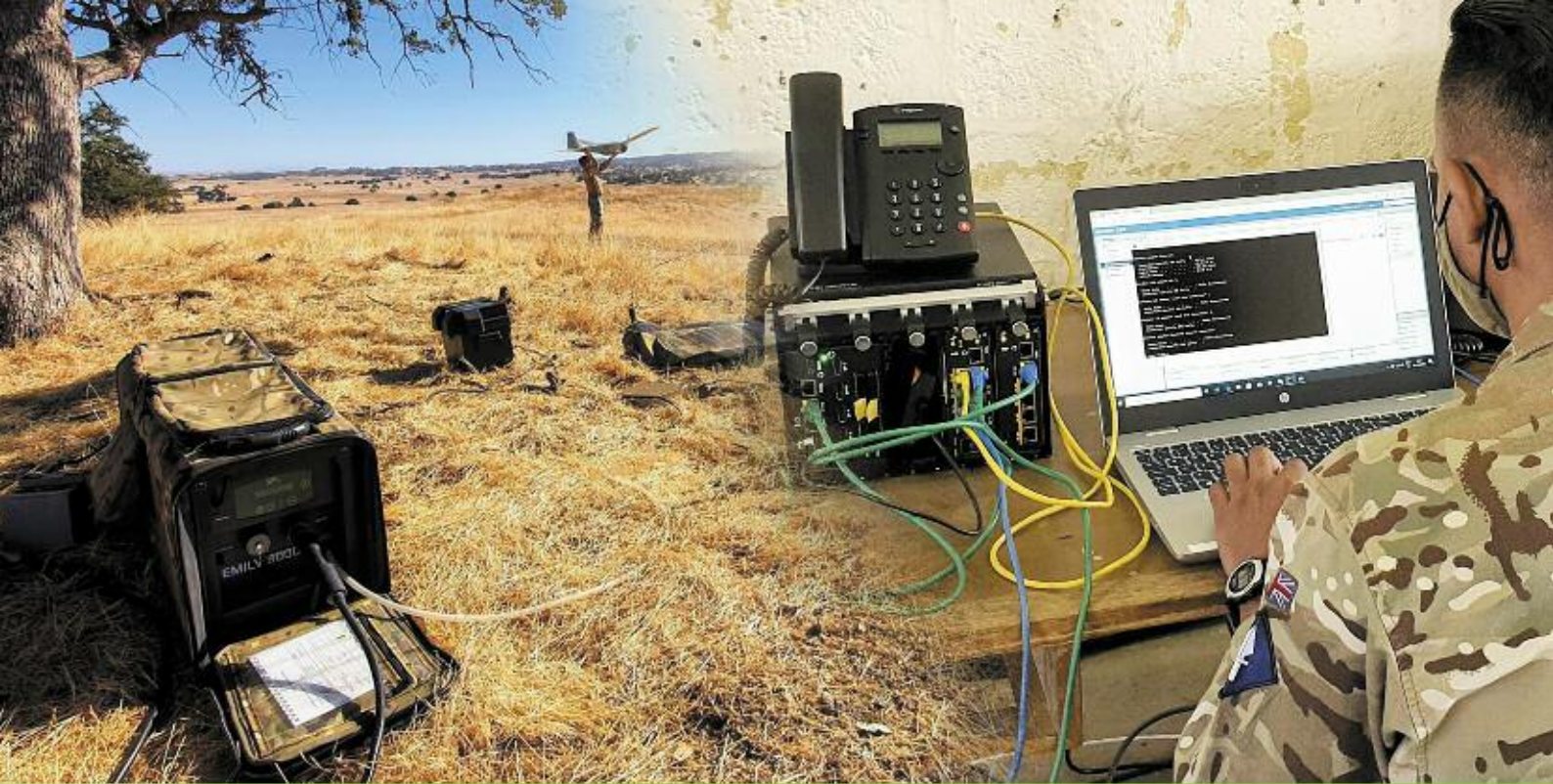


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message from

Lord Ashcroft KCMG PC

It is incredible - for those of us who lived through it - to think that the Falklands War took place all of 40 years ago.

For those of us who were too young to have lived through it, the fact that the UK Armed Forces fought a full-blown war 8,000 miles from home to recapture a small British Overseas Territory must seem difficult to comprehend. It is certainly true that the Falklands War of 1982 may well be the last “colonial war” that we ever contest. Margaret Thatcher (later Baroness Thatcher) took the decision as Prime Minister to go to war to thwart Argentine aggression and to protect the freedoms of 1,820 islanders. Even in victory, however, war came at a terrible price: 255 British military personnel lost their lives and many others were injured. Three islanders were also killed during the hostilities, while others were traumatised by the events that unfolded.

Argentina paid an even heavier price in terms of war casualties and so altogether between April 2 1982, when the Argentine forces invaded the Falklands, and June 14 1982, when the invaders unconditionally surrendered, 907 lives were lost. A further 2,432 men were wounded in battle and many were left scarred, physically and mentally, by their experiences in fighting for islands that covered some 4,700 square miles. The significant anniversaries of major wars are an appropriate time to remember those who lost their lives and to recall the many other sacrifices that were made.

As a champion of bravery, I believe we should also highlight some of the acts of great courage that were displayed during the ten-week Falklands War. In my book *Falklands War Heroes*, published just a few months ago, I did my best to champion the gallantry of many of our soldiers, sailors and airmen, along with their support staff. However, it is important also to remember the bravery of the islanders themselves who took great risks to support the UK Task Force and to pass on valuable information about Argentine positions. Other islanders risked their lives to sabotage enemy operations on the island.

In recent years, I have supported the British Overseas Territories, in general, but the Falklands Islands - which I have visited before and hope to visit again - will always have a special place in my heart, partly because of the events of 1982. On the fortieth anniversary of the Falklands War, we should commemorate the valour of service personnel and civilians alike, who displayed a united front in order to safeguard the future of the Falkland Islands and its inhabitants.

Lord Ashcroft KCMG PC

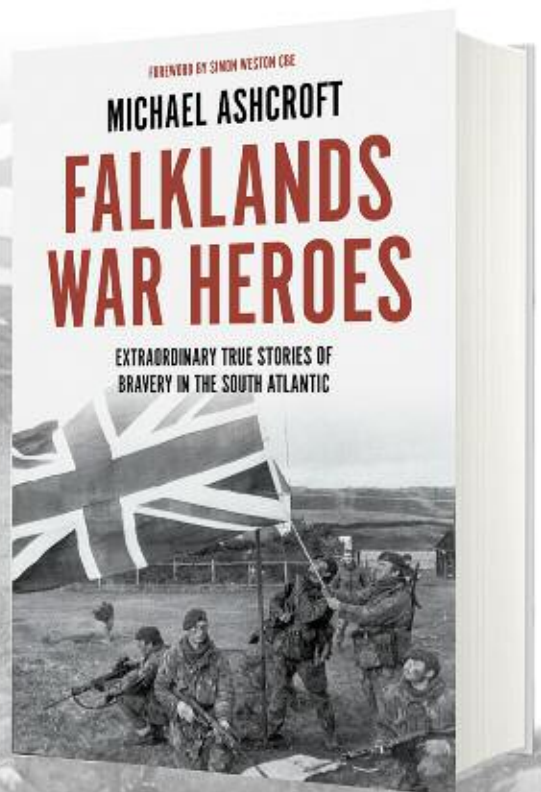
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Lord Ashcroft KCMG PC is a businessman, philanthropist, author and pollster. For information on his work, visit www.lordashcroft.com. Follow him on Twitter and/or Facebook @LordAshcroft. For details on his new book, visit www.falklandswarheroes.com.

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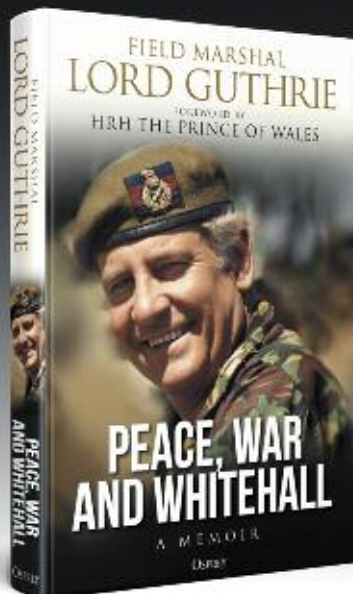
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THERE AND BACK AGAIN

On 1 April 1982 Major Mike Norman, commander of Naval Party 8901, was looking forward to a peaceful year-long tour of duty on the Falkland Islands. But events turned out differently, for the next day the Argentinians invaded and he and his small Royal Marines garrison found themselves fighting for their lives.

They took up defensive positions in and around Government House and on the approaches to Stanley to protect the Governor, Rex Hunt, and delay the enemy's advance.

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The-Falklands-War-There-and-Back-Again-Paperback/p/18502





ROYAL CORPS OF SIGNALS

Falklands '82

By Brigadier JE Thomas ADC

December 1981 saw myself and a small team deployed to Saudi Arabia in support of the National Guard. We were demonstrating the capability of satellite communications to them. The trip was due to last 20 days, however we did not return until the end of February. Instead of going on leave I was deployed 1 week later on another detachment, this time to Belize for a trial to assess the feasibility of satellite communications from that theatre.

My arrival there coincided with a coup in Guatemala. Feeling well pleased at being deployed into an exciting operational area I set about my job. By now the scrap metal workers were making their mark in the South Atlantic - this started the alarm bells ringing, sure enough a signal arrived from the Ops Officer Major Tim Hallchurch telling me to get myself and the detachment on the next available aircraft to UK. I was to be deployed to the Falkland Islands to reinforce the communications for the Governor. The mandate was for six months, to provide secure speech and telegraph communications, make arrangements for communicating to HM ships in the vicinity, and take any other action I considered necessary. My immediate problem however was getting back to the UK. When I went into the Force HQ, one uniformed staff officer (a gunner) scoffed at my suggestion that the situation might be more serious than the recent coup. As I was leaving the HQ I met Lt Jonathan Lowe (RCT) rushing in. On the way south I met him again and found out that he had been given one hours notice to move to Ascension Island on *RFA Sir Tristram* with his mexi floats.

The flight out was not until early on the 3rd April, by which time ACpl (LSgt) Sammy McElreavey had deployed to the Ascension Islands (on April 1st) and his detachment were quickly deployed aboard *RFA Fort Austin*, which then set sail for South Georgia. The equipment was stowed below deck where they could not get at it or run it up, and they quickly became accustomed to life as an air defence gunner with a GPMG.

As I headed for Gander, Newfoundland on a Hercules, the second wave of manpower and

equipment was being prepared back in the regiment. This consisted of another SATCOM (TSC 502) an HF Initial Contact Link Station as back up, a 5 man crypto -team and a Clansman VRC 321 as a maritime rear link. I should have deployed with this group, however fate was to play its next card, as the aircrew went sick in Gander, and I had to be content with the frustration of watching the Task Force set sail on 5 April on American News firm in the knowledge that by now more than half my troop had deployed. The 19 man detachment led by Yeoman of Signals (Y of S) Pete Baron spent the first few days on board *HMS Fearless* getting used to the unusual environment and finding their way through the maze of corridors and hatches. They also had to learn the marine terminology like 'X to the bridge at the rush' ie; X to the bridge at the double. They also had to contend with the fact that wearing blue berets they were very much in the minority, but thanks to Cpl Alfie Birch's efforts earlier in the year with SATCOM in Norway the detachment was already highly regarded by those that had seen it. On one occasion, when confronted by a group of drunken marines in search of crap hats he expelled the virtues of the Blue Beret rather than the crap hat, by standing up to reveal his 6' 4" muscular frame.

After some cross decking via *RFA Sir Lancelot* the detachment eventually arrived on board *RFA Sir Geraint* at Ascension Island. In the meantime I had arrived back in the UK and amidst confusion of whether I was to deploy or not, I went to Lympstone for a course having packed my kit. The afternoon I arrived there, I was called back to Blandford to deploy. I made the journey in record time. I well remember leaving the classroom to

the chunterings of the largely marine audience. I flew from Lyneham that evening, the 14 hour Hercules flight passed comfortably thanks mainly to my hammock. On arrival in Ascension I was met by Y of S Alf Thomas who was in charge of the Commcn there. He had only been talking for 2 minutes when I was tapped on the shoulder by Y of S Val Pamell (3 Cdo Brigade (Bde) and escorted to a waiting Sea King. I flew, via *Fearless*, and was dumped on board *Geraint* where they knew nothing about me. Hearing of my arrival the now sun-tanned Y of S Pete Baron took me to see the lads in their cramped quarters. Cpls Dave Gill and Greg Hockham were on deck trying to repair the TSC 502 after it had been dropped 2 feet by a Sea King. They were doing a marvellous job, and soon had the station working again, although much to the frustrations of an anxious RAF Oakhanger we were unable to establish a circuit to them. The slight roll of the ship was too much. On 1 May 3 Cdo less *Fearless*, which was waiting for *Intrepid* to arrive, set sail. On board ship life was monotonous, but in the crowded conditions with water rationed to one 60 second shower a day it is very difficult to relax. Off duty time was spent sleeping, watching films, playing darts or cards. Writing letters became another pastime, but with no mail coming in or going out the motivation to write was lacking. At that time the overriding thought was of my grandfather who deployed in 1914 and did not return home until the end of the war.

Recognition films were made using the regimental video, aviation magazines and of course *Jane's*. We were all instructed in the less familiar weapons like 66 mm and 84 mm under the eagle eye of Commando instructors. Weapon testing using targets tracking from the rear of the ship was a



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pleasant relief. Keeping fit was a major problem since the only available space was the forward helipad and competition for that small area from 29 Cdo and T Bty was strong. Cpl Lenny King and Sig 'Runs' Cowan made sure that the pain barrier was reached, if not broken each day! As we headed south, the swell got bigger and weather worsened, giving the option of throwing up below decks, being thrown about above decks or taking the sea sickness pill and walking round all day with an inane smile. The further South we went the more tense we became, always with the fear that we were going to be political pawns left bobbing around the South Atlantic. Of course on board the RFA we were like mushrooms and not aware of the planning that was going on. On 15 May 850 NM ENE Falklands, gale force 10-11, temp 9°C, waves 15-13 ft, wind 76 knots with ships decks out of bounds, Cpl Albert Allison received the joining instructions for a Leadership Course! By now the cross decking of equipment was completed - the SATCOM being stowed on deck covered only by a tarpaulin. The cynical ships crew reckoned that a large wave would wash it overboard, that did nothing to quell my worries as to whether the equipment would work or not. The ships were practising anti-submarine procedures and at night the ships were fully darkened but it was difficult to get the Chinese crew to stick to the drill. Frequently a shaft of light that could be seen for miles arched out over the sea. The exception to this was *SS Uganda* who sailed through in a blaze of lights. On 15 May it was announced that active service had been declared. Anxiety increased when for a few days the task force in excess of 70 ships was put into a holding pattern just outside the Total Exclusion Zone (TEZ) until the arrival of *Fearless*. On one occasion I was reading a book in the ward room and the next second found myself sprawled against the far wall after a particularly vicious wave. The LSL's had a nasty habit of corkscrewing.

Once *Fearless* joined us Y of S Pete Baron and myself were called forward for a full brief. We were winched off the heaving deck with the memory of the tragic Sea King accident fresh in our minds, wondering what was in store for us. To our relief the Brigade had been given the order to go, so that on my return to the ship I was able to give the detachment a full brief. Final preparations were made leaving us with the unanswered questions of what the Falklands were like, was the landing going to be opposed, and would the equipment work. The plan for the detachment was that two days after the landing we would be deployed either to San Carlos or Ajax Bay depending on how the landing went.

The overall plan was on the 20th May, the Bde would sail south and feint towards Stanley before turning north and heading into San Carlos and Port San Carlos waters. For about two hours we would be in full daylight and vulnerable to enemy air attack. When it happened the weather was perfect - rough seas and overcast. After some excellent sailing we silently rounded Fanning Head into the calmer waters, hearing only the Naval gunfire support and machine guns as the special forces took care of the enemy position there. Troops were carried off ships in the early hours of the morning by landing craft to Port San Carlos, Blue Beaches (San Carlos) and Red Beaches (Ajax Bay). By first light most of the Marines and Paras were ashore and the task of offloading the guns and Rapiers began. We were all involved, either marshalling or shifting freight. By the end of the day 29 Cdo Bty, HQ Bty and all but one troop of T Bty (Rapier) had been deployed, 79 Sea King lifts in all. All of T Bty would have been deployed if they had had enough lifting chains. This work carried on throughout the day despite the frequent air attacks that had broken through the Harrier shield. *Geraint* had some close escapes, on one occasion being straddled. Throughout the air attacks those not manning weapons had to stay below deck, wondering when the ship was going to be hit. The Argentine aircraft were flying by at bridge height. That night we were informed that 17 aircraft and 4 helicopters had been shot down. The pattern of the second day was similar except that by now San Carlos Water was being referred to as 'bomb alley'.

Later that day we were joined by *Fort Austin* still carrying my other detachment - and on 25 May I managed to get across to give them their first brief as to what was happening, by now they were proficient air defence gunners. There is no doubt that the aircraft flying in at 60 feet met a considerable barrage of fire from Rapier, Sea Cat, Bofors and machine guns, although at that height there was a danger that other ships, or the troops on shore, might be hit. The worst offenders were the rogue Sea Cats. However I had to wait for 2 hours to return to *Geraint* by helicopter (because of the air raids), I had just climbed on board when we went to red again. This time I got my first opportunity to touch dry land, when the helicopter was put down in a fold by the pilot. Again there was a narrow escape as a Sea Cat missile hit the ground just in front of the helicopter. Eventually I got back to *Geraint*, but still with no word as when we were to deploy. That evening the crippled *Antelope* was towed in to anchor close by. On the 24th she blew up in a spectacular fashion whilst one of the bombs was being defused. We were all particularly choked watching the helicopter and boats all showing white light looking for survivors, little realising that most of the ships crew had been evacuated already.



View of San Carlos Water from the south end, near Ajax Bay

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The next day as *Antelope* was in the process of sinking we deployed ashore in a hurried manner. An LCU appeared asking for us and telling us that we were to deploy to Ajax Bay. A little unsure of what was happening we had put on camouflage cream, only to meet some bemused looks from members of the Cdo Coy Regt as we were dropped on the beach. Unfortunately we were dropped some 400 yards from our location and had the problem of moving the SATCOM over rough ground to there. This was solved when I persuaded a friendly Sea King pilot to fly the freight and equipment across to the exact location. Whilst the technicians ran up the station the rest of us started to dig in. For a change there were no problems with incentive as we attacked the ground like dervishes. It was not long before we discovered it was not going to be easy. Although the reentrant offered some natural protection it contained a large number of rocks. A Sapper Alice Chalmers had to give up digging in the complex in order to stop the blades being broken. After 6 hours and one foot down, glorious plans of digging in one Landrover and 12 x 12 tent to a depth of 4 feet had to be shelved. It was little consolation to have to rely on vehicle tools and not to possess our own individual digging tools, 4 Landrovers do not supply one per person for a 20 man detachment.

The links to 3 Cdo Bde and the UK were quickly established and the message traffic started to flow. The next day we were visited by Brig Julian Thompson after he had been summonsed to speak to Northwood. The quality of the circuit soon impressed him, and it was the start of daily visits by him, General Moore or his deputy. It had been a great relief to get ashore, but that day we were quickly brought back to reality by the bombing of Ajax Bay. The aircraft came over with very little warning at about 50 feet allowing for recognition but little else. One of the bombs hit a pile of ammunition, one hit the refrigeration building and two, which fortunately did not go off, hit the main dressing station. The ammunition continued to explode for the next 5 hours, however a whisky ration for everybody soon calmed the nerves and finished the bottle! I well remember trying to give an accurate brief to General Trant in Northwood whilst in the prone position complete with sound effects. Sig Alfie Kirkham came out with the classic comment as I went round the trenches checking that everybody was ok: 'Cor F..... Hell, Sir, I saw the parachute come out on that one!'

That evening we were joined by Alan Percival from MoD PR, who in order to speed up the dispatch of press reports came directly to check their scripts before transmission when possible. He was distinctive in his deerstalker which remained on his head with and without a steel helmet. Press reports started to flow, in fact Robert Fox's vivid descriptions of the Goose Green

continued on page 136

On May 12, 1982, Linda Kitson departed Southampton port on the recently requisitioned QE2. There, she was virtually the only woman on board, travelling with three-thousand men on a fourteen-day journey that took her thirteen-thousand kilometres away from home. Her assignment had come as a commission from the Artistic Records Committee of the Imperial War Museum – making her the first officially commissioned female war artist.

For this particular task, Kitson knew that the commission would offer her something unique. “I knew that it would give me the chance to see and experience new drawing opportunities,” she wrote in the introduction to her Falklands Visual Diary (1982). She also believed that the commission might help her to serve something outside of herself. “Illustrators work alone a great deal” she noted, “and it is easy to become introspective. I hoped that by working among thousands of troops, something would emerge.”

Onboard the QE2 Kitson wasted no time – producing one-hundred drawings in only a handful of days. These drawings show an intimate record of life on board and let us glimpse the preparations that were undertaken on this newly repurposed naval vessel. Kitson was told that she could draw whatever she wanted and whatever she found interesting. Her images from the journey show us drill exercises, scenes from the flight deck, meetings in the information room and plenty more. At South Georgia, she transferred with the troops onto the SS Canberra and eventually was deployed at San Carlos.

During her time on assignment, she produced roughly six drawings a day – typically using a combination of pen-and-ink, pencil and conté crayon. These illustrations are simple and are articulate – immediate and yet intimate. Unlike a journalist, photographer or camera crew – Kitson’s marks don’t tend to seek out sensationalist or dramatic moments. Instead, her work tends to focus on showing how people exist within their surroundings and the experiences that they might have shared together. These are unromantic scenes – images that form an authentic and distinctive portrait of the conflict.

Like all modern war artists, Kitson stayed a couple of days behind the action, yet the threat of attack was still always present. All but one of the battles on the Falkland Islands had taken place at night, so even if Kitson had been at the heart of the action there would have been little for her to draw. Instead, her illustrations follow the destructive path of the war. Many of her images present a haunting record of past events – the moored Sir Galahad burning in flames, the recovering soldiers at Fitzroy’s field ambulance, the destroyed Pucarás at Stanley airstrip. There are no shock tactics here, just a grim reminder of the reality seen in the aftermath of battle.

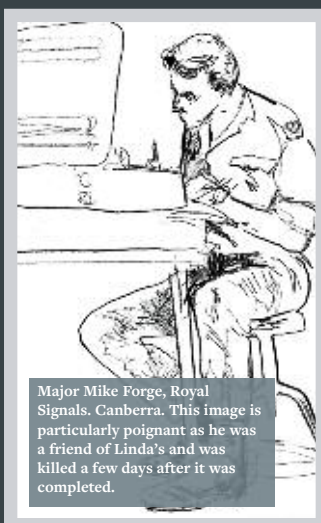
Capturing that moment proved a challenge. “It was impossible to capture any real detail on paper,” she wrote, “so many of the main protagonists never stood still for a minute”.



Disembarking Troops to San Carlos Settlement, 2 June 1982.
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LINDA KITSON'S

Falklands War



Major Mike Forge, Royal Signals, Canberra. This image is particularly poignant as he was a friend of Linda's and was killed a few days after it was completed.



The artist, Linda Kitson, Goose Green, 1982.



Royal Marines 42 Commando Command Post at Blue Beach 2 (1982). Image © Linda Kitson

episode was passed over the air. The Goose Green operation marked the breakout from the bridgehead. Something that Brig Thompson had had forced on him. I remember being most impressed with him when he flew in in the middle of the battle to brief Northwood. Unfortunately at that time we had our only significant speech circuit outage (1/2 hour), however whilst he was waiting he was very calm and chatty with the detachment. Message traffic soon built up eventually rising to about 520 messages a day. Sgt Jock Milne turned to me on the receipt of yet another flash saying that in training his instructor dealt with Flash Signals saying that he would see only a few in his career. That day he handled 33! There was a bottleneck of low precedence traffic at our location due to the limitations of a simplex 321Z station. This was compounded even more after the arrival of 5 Bde. All traffic passed through us to and from the Bdes. To cope with this we were given a 321Z from 5 Cdo, enabling us to work one to each Bde. On the whole things went well, although I will long remember the anomalies of HF communications in that part of the world coupled with an operating distance of 70 miles. At one stage we lost 5 Bde for 2 days whilst main was moving forward to Tac at Fitzroy. The 321Z was being flown forward when air raid red was called. The immediate action is for the underslung load to be dropped as the helicopter takes cover. After the raid the helicopter could not find the Landrover until the next day whereupon it was picked up and moved into location. The backlog of traffic in the meantime was forwarded by any means available. I would distribute packages to DQ's at the AQ conference in Cdo Coy, if failing that we would sit on the helipad until we found a helicopter going in the right direction and then give them a marked box to carry forward. Not in the manual I'm afraid!

Soon after Fitzroy was taken Y of S Pete Baron deployed on board *Fearless* to replace Major Keith Butler who had taken over 205 Sig Sqn vice the late Major Mike Forge. It was a solemn occasion when I, along with six of my detachment, attended Maj Forge's and SSgt Baker's temporary burial alongside Lt Jim Barry and close to our location in Ajax Bay. A daily routine had been quickly established, Cpls Lenny King and Wilky Wilkinson acted as Master Chefs with Cpl Stumpy Rowe as NCO ic water. Water was a particular problem, and we constantly ran short. Fortunately there was a stream outside the complex where we could do our 'dhobi'. Although on one occasion Sig 'Runs' Cowan was blown into the stream by the downblast from a Chinook. Three times Chinooks managed to completely flatten the complex. On one other occasion the pilot hovered low overhead for 2 minutes despite the fact that he could see 20 men desperately hanging onto the SATCOM dish and tentage gesticulating at him. As General Moore was inside speaking to Northwood, I was within an ace of shooting down the only Chinook with my 9 mm pistol. The distinctive thud of the rotor blades caused people to move faster than an air raid red. Cpl Lance Thornton-Granville was one of the fastest movers from the prone to tent supporting position, as on one occasion his bed-roll ended up some 300 yards away.

Water was not the only shortage, there was an acute lack of teleprinter paper. The Cdo Logistic Regiment held no stocks, so I had regular visits to ships at anchor and scrounge piper. In the meantime I fed the problem into the DC. He put in a demand for some paper to be flown down and air dropped as a Priority 1 demand since both brigades were suffering similar problems. By this

stage I was getting desperate and considering re-rolling the monitor rolls for use until a supply of photocopying paper was discovered which carried us through until the end of the war. The trenches round the location were continually modified; but there was no way to stop them filling with water. NBC over boots were worn in a vain effort to keep our feet dry. I also had a problem with the boots of some of the detachment, with a few of them the second pair had gone missing on the way down and the others were falling apart. The shortness of the war solved that problem. One of the main features of our location was the proximity of 3 man toilet (strain bars). It was a novel experience to be able to conduct a conversation as well, all the time praying that air raid red was not called. I'm sure though that no-one actually contemplated, jumping in unless it was an emergency. The matter might have been forced as there was ammunition stacked 20 feet away. Fortunately the only problem that we had were due to bad water, these we nicknamed as 'Galtieris revenge' as Y of S Pete Baron and Cpl Stumpy Rowe will testify.

The battle moved on and after some marvellous efforts by everybody concerned the defences around Stanley suddenly cracked, a white flag was raised and General Moore and his party went forward to negotiate the surrender. I took the opportunity to board *Fearless* and travel round to Port Stanley that evening. The next day I met Major Nigel Fairley who had travelled down on *MV St Edmund*. Accompanied by Capt Mark Stevens RM we flew on a recce to Stanley Airfield, witnessing the look of desolation on the faces of the Argentinian prisoners ambling aimlessly around wondering if they were going to be allowed home. I stayed ashore waiting to meet Sgt Sammy McElreavey who by now had transferred to *Europic Ferry* and were being, unloaded on public jetty one mile away. The plan had been to deploy them to Ajax Bay, mount the equipment in a BV 202 and motor forward with 3 Cdo Bde. Unfortunately, or fortunately, as events held out this plan was super-ceded. In Stanley the big problem was to get them into location. Cable and Wireless came to the rescue. Some 39 trips later in a short wheelbase Landrover and the equipment was in situ outside Cable and Wireless next to Government House where SSgt Glen Harwood and Lt Andy Kendall had set up General Moore's Tac HQ. Without Cable and Wireless it would have been very difficult to find the transport to move the detachment.

It was the first time in 12 weeks that the detachment had been ashore, they deployed before the Argentines invaded and landed on cessation of hostilities. Unfortunately the TSC 502 did not work and had a fault that Cpls Dave Garret and Dave Cluley could not find. It was a feed back problem that kept tripping out the transmitter and eventually took Rascal two weeks to solve. As a result a Chinook was asked to move the Ajax Bay detachment into Stanley. Even the movement of this was not without its funny moments, Cpl Albert Allison hooking up the last load was left on his own to hitch a ride round to Stanley, Major Nigel Fairley and Foreman of Signals Frank Cashen on the race course at Stanley tripped over a piece of D10 and fell full length into thick mud when running forward to unhook the underslung load. Appropriately enough this was in front of the grandstand, however the players did not approve of the laughing audience. I had to rescue Cpl Stumpy Rowe's good luck bowler hat from an enthusiastic marine after it had blown out of the Landrover. After an outage of only 40 minutes we re-

established the circuit to UK with the Commcen in the Cable and Wireless building along with some members of 3 Cdo Bde.

When the marines scuttled off back to the UK we inherited their Mercedes SDS Truck and a little more attention from the girls in Cable and Wireless. After a visit to friends in 29 Cdo based in the Youth Hostel - a brand new building, but already condemned, it became apparent that there was an ideal headquarters location. Capt Mark Stevens did some fast talking and persuaded the staff to move. Major Nigel Fairley arranged the office distribution! The move coincided with the arrival of some equipment on the third Hercules into Stanley airfield. We were then able to get two SATCOM stations on stream.

By this stage all 30 Signal Regiment personnel had been grouped into an ad hoc squadron under Major Nigel Fairley with myself as 2IC/Comms Capt, Lt Andy Kendall and SSgt Glen Harwood as Radio Troop, Y of S Pete Baron as Sqn Yeoman and SSM Colin Miller (SSM of *Fearless*) as SSM, MTO, QM etc. The new HQ was soon into action and by now daily traffic totals on the two circuits was at about the 1200 a day mark.

The arrival of 5 Bde saw some more changes and the introduction of new ideas, the best of which was from a certain staff officer (a gunner) who wanted a dedicated Fitted For Radio (FFR) to run power for his 24 volt map lights. We had also deployed a detachment to South Georgia to run the link there. By now the advance elements of the joint force Signal staff (Major Andy Gale and Y of S Andy Locke) had arrived to assist Sqn Ldr Graeme Jones. They were quickly followed by the CO and were able to start the big task of long term planning. At about the same time one and a half tons of teleprinter paper put to one side by the RAF on Ascension arrived! With the excitement of the operation over, those involved were quickly replaced to allow fresh minds to take over and continue the hard task of getting a new squadron established from scratch.

The last one home from early deployment was LCpl Sid Holderness who arrived home in December 1982. As a postscript - the only Spanish words I learnt were '*Manens Aribas*' meaning 'hands up'.

During the conflict about 600 members of the Corps were deployed on the operation. Most of these were drawn from 30th Signal Regiment and 5th Infantry Brigade HQ and Signal Squadron.

However, there were many individual drafts and over 15 other Royal Signals units were involved; in particular we will not forget the fallen whom we shall always remember:

Major ML Forge
Lieutenant JA Barry
Staff Sergeant JI Baker
Corporal RA Burns
Corporal DF McCormack
Corporal MV McHugh
Corporal SJG Sykes
Lance Corporal PN Lightfoot

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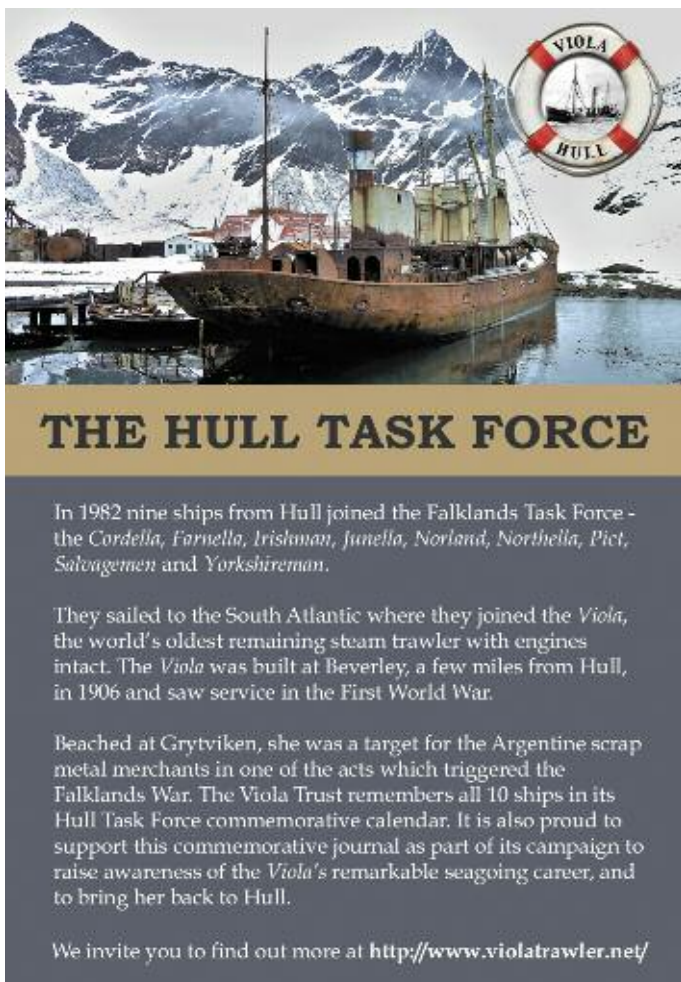
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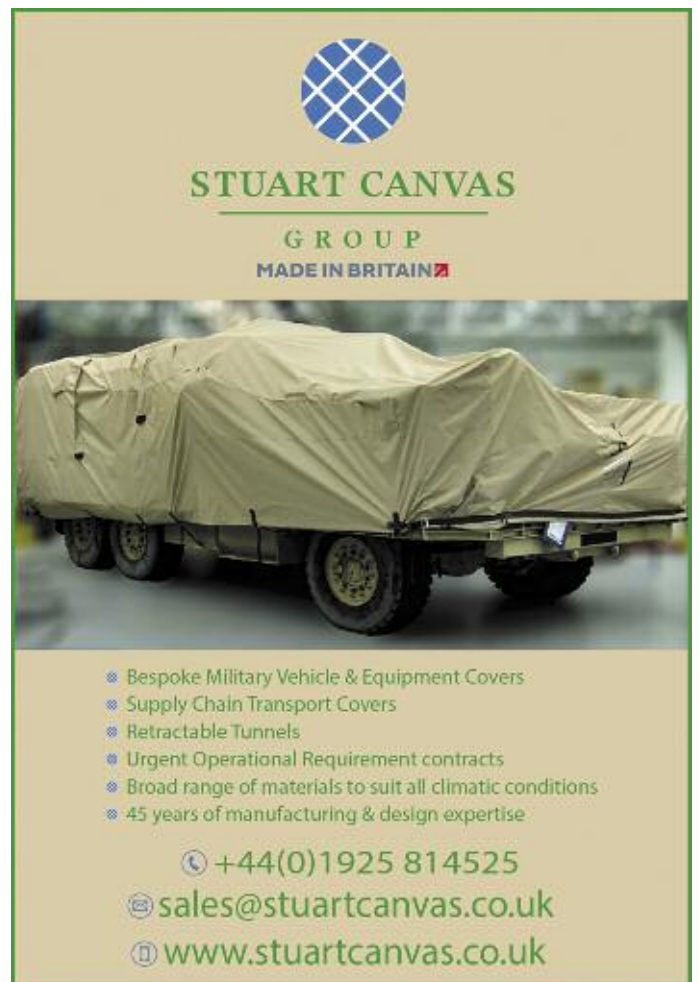
THE HULL TASK FORCE

In 1982 nine ships from Hull joined the Falklands Task Force - the *Cordella*, *Farnella*, *Irishman*, *Junella*, *Norland*, *Northella*, *Pict*, *Salvagemen* and *Yorkshireman*.

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59 Independent Commando Sqn clear a minefield outside Port Stanley, 21st May to 9th June 1982 (5.124.9.F24)

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The Scout and Gazelle helicopters of 656 Squadron AAC and 3 Commando Brigade Air Squadron were used in a multitude of roles, including attack, reconnaissance, support, casualty evacuation and liaison. As such, their part in the success of the campaign was pivotal.

The Westland Scout AH 1 was a rugged battlefield utility helicopter in service from 1963 to 1992. In 3 Commando Brigade Air Squadron, four of their six were fitted with the Aerospatiale SS-11 wire guided missile, while 656 Squadron had six missile armed Scouts available. With a crew of two, pilot and air-gunner/observer, the helicopter's main duties were anti-armour, reconnaissance and casualty evacuation. As the Argentines lacked armour, the missile configured Scouts were also used in the sangar-busting role. It was extremely useful in the forward areas for ferrying vital stores and ammunition where larger support-helicopters were too vulnerable. There is no doubt that in the latter stages of the campaign, load limits were often ignored in deference to operational requirements.

Aerospatiale Gazelle

The Westland built Aerospatiale Gazelle AH 1 had entered Army service in August 1972 in the battlefield reconnaissance role. In the South Atlantic its role was primarily ferrying vital supplies and ammunition to and evacuating casualties from forward areas and also liaison duties. There were nine Gazelles in 3 Commando Brigade Air Squadron

and six in 656 Squadron, Army Air Corps. When 3 Commando Brigade were put at notice to move on 1 April, the Brigade Air Squadron, normally with twelve aircraft based near Plymouth and three at Arbroath in Scotland, recalled its men and prepared to embark in various LSLs. There was a mix of pilots commanded by Major Peter Cameron RM with 25 Royal Marines officers and NCOs, one Royal Navy and five Army personnel, while all the 22 aircrewmembers were Royal Marines. They were organised into A, C and M Flights each of three Gazelles and B Flight of six Scouts. On 7 May an advanced detachment of 656 Squadron under Captain John Greenhalgh RCT with three Scouts, which were embarked in the *Europic Ferry* transferred to 3 Cdo Bde as 5 Flight. During the voyage south they flew for training most days, concentrating particularly on night flying using the new night vision goggles. At Ascension they carried out live firing.

Lt Ken Francis RM

Most aircraft were cross-decked just prior to D-Day in order to support the landings and provide airborne platforms for artillery and naval gunfire



Pleasant Peak War Memorial - Memorial to SSgt CA Griffin and L/Cpl SJ Cockton 656 Sqn AAC and Maj M Forge and SSgt Baker RSigs who were killed when Gazelle XX377 was shot down at 0408Z 6 Jun over Pleasant Peak. It is believed that they were shot down by a Sea Dart from HMS Cardiff.

controllers. The first British casualty was Sergeant Andy Evans RM whose Gazelle was shot down by small arms fire when accompanying a Sea King helicopter carrying mortar ammunition and inserting Rapier firing posts. Soon afterwards the Gazelle of Lieutenant Ken Francis RM, on a similar escort mission, was hit by the same group of Ar-



THE ARMY AIR CORPS IN THE FALKLANDS

by Lieutenant Colonel (Retired) David Ian Patterson AFC.

gentine soldiers of 5 Infantry Regiment. The two pilots and one aircrewman were killed. During 2 Para's advance on Darwin and Goose Green they initially had two Gazelles in support. When Colonel 'H' Jones was killed two Scouts flew forward under heavy ground fire to evacuate him, one was shot down by two Pucaras with the other miraculously avoiding the fighters. Lieutenant Richard Nunn RM was killed but Sergeant AC Belcher RM was thrown clear when the helicopter crashed. 5 Flight supported 2 and 3 Para during the landings. During the 2 Para attack on Goose Green Captain Greenhalgh, flying at night in almost blackout conditions and very short of fuel, evacuated a seriously wounded 2 Para officer who would undoubtedly have died; for this he was awarded the DFC.

2nd June

The remainder of 656 Squadron had embarked their aircraft in *Nordic Ferry* and *Baltic Ferry* with most of the personnel in the *QE 2*, sailing on 12 May. The Squadron landed on the Falklands with 5 Infantry Brigade on 2 June, when the advance detachment (5 Flight) reverted to their control.

656 Squadron

Like 3 Commando Brigade Air Squadron, 656 Squadron operated continually in the forward areas, tying in casualty evacuation with re-supply of ammunition and other vital stores. They covered the area where the heavy troop lift helicopters were unable to venture. Both set up forward arming and refuelling points from where they maintained a high rate of serviceability.

In Memorium

The unheralded work done by the Scouts and Gazelles can be measured by the award of five DFCs and one MC to pilots while a further 14 aircrew were mentioned in despatches. In all six aircrew were killed in action.

The part 3 Commando Brigade Air Squadron and 656 Squadron Army Air Corps played in the success of the operation is summed up by Maj Gen JHA Thompson CB OBE ADC: "Those of us who flew as passengers in light helicopters found the prospect of being bounced by Pucara or fighters unpleasant enough. How much more unpleasant, indeed downright terrifying, for the aircrew who did it day after day.

Without our light helicopters and their gallant aircrew many young men alive today would be dead, many of our attacks would have foundered for lack of ammunition and the campaign would have taken longer to win – if indeed, given the close run thing that it was, it could have been won at all. I must also pay tribute to the ground crews who kept the aircraft flying. They worked in abysmal conditions and achieved a remarkable operating rate. I avoid the expression serviceability rate because every light helicopter was unserviceable by peacetime standards by the end of the campaign – but they kept flying.

The light helicopter flown by brave, skilled aircrew proved itself in battle during Operation Corporate. The service given to units was superb. They really were the bravest of anyone."

THE ARMY AIR CORPS CHARITY

Charity No: 1184333



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Headquarters Army Air Corps
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01264784426

rhqaac@outlook.com
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JASON ISLANDS



HMS Broadsword damaged by bomb & HMS Coventry sunk 25 May

1

SAUNDERS ISLAND KEPEL ISLAND PEBBLE ISLAND

Byron Heights

BYRON SOUND

Hill Cove

Mount Adam 2297

Mount Philamel

KING GEORGE BAY

WEST FALKLAND

Mount Maria

QUEEN CHARLOTTE BAY

WEDDELL ISLAND

Fox Bay West ●● Fox Bay East

FOX BAY

Mount Emery

Mount Alice

FALKLAND

BUGGLES BAY

SPEEDWELL ISLAND

GEORGE ISLAND

HAUNT ISLAND

THE FALKLAND ISLANDS



Scale - Kilometres



HMS Ardent & HMS Antelope sunk 21 May

Atlantic Conveyor hit by exocet missile sunk 25 May

HMS Glamorgan damaged by missile 12 June

RFA Sir Galahad & RFA Sir Tristram damaged by Argentine aircraft 6-8 June

HMS Sheffield hit by exocet missile 70 miles south east of Stanley 4 May - sank 10 May

KEY

- ① Night of 14-15 May: Raid by SAS
- ② 20-21 May: 3 Commando Bde lands
- ③ 28 May: 3 Para marches to Stanley
- ④ 27 May - 4 June: 45 Commando marches to Stanley
- ⑤ 27 May - 2 June: 2 Para takes Goose Green; night of 2-3 June flies to Bluff Cove & Fitzroy
- ⑥ 6-8 June: 5 inf Bde (2 Scots Guards & 1 Welsh Guards) lands at Bluff Cove & Fitzroy.

★ Event ▲ Mountain/Hill

Main Satellite Image reproduced courtesy of the NASA Earth Observatory SeaWiFS Project NASA/GSFC ORBIMAGE



AJAX BAY FIELD HOSPITAL

As Officer Commanding Medical Squadron of the Commando Logistic Regiment Royal Marines, Surgeon-Captain Rick Jolly was Senior Medical Officer of 3 Commando Brigade RM and commanded the field hospital at Ajax Bay.

As the war raged Dr Jolly's makeshift hospital in the frontline offered exactly the same level of care to both sides.

"Our attitude was simple...to treat the injured Argentinians in a way we would like to be treated," says Dr Jolly, who insists he was only doing his duty.

"Before the battle of Trafalgar Nelson wrote a prayer in his cabin, saying: 'May humanity after victory be the predominant feature in the British Fleet.' As a naval officer those words meant a lot to me so looking after the enemy's wounded as though they were your own was instinctive. People assume you've got to hate your enemy but that couldn't be further from the truth. The only people who know what you're going through are the people on the other side. Over the years I've been asked what I'd do if I had to choose who to treat first, an Argentinian or a Brit. My answer was always whoever needed attention more urgently. As far as I am concerned you have to be able to look into your soul and like what you find there."

Dr Jolly, the hospital's senior medical officer, insisted that all his men follow his example. And they were happy to do so, treating the wounded enemy with complete respect as the conflict raged across the Falklands in South Georgia, Goose Green and Port Stanley. But it still took a while for Argentinian patients to realise they were in safe hands in the Ajax Field hospital.

"A lot of the Argentinian conscripts were very scared and suspicious when they came to us," he says. "They had been fed this vile propaganda about the way we treated prisoners of war. Some had even been told the British ate their prisoners! They used to make the sign of the cross prior to an operation and they would be very relieved when they woke up after surgery and found all their body parts were still intact. It was only then that they realised that what they'd been told about the British was all lies."

Dr Jolly's favourite patient was a terrified fighter pilot, rescued from the freezing waters of the South Atlantic. "His name was Ricardo Lucero," says Dr Jolly. "He was coming in to attack one of our ships when he got a missile right up his tail pipe. He ejected at the last minute, badly broke his knee and was fished out of the water.

"When he came to us I said to him, 'Welcome, you're a pilot, I'm an aviation doctor and we admire you. You've got this broken knee and we are going to try to mend it.' I told him I would send a message to his wife in Cordoba to let her know he was OK and he thanked me. "During his treatment I made a bet with him that he would never fly again but he proved me wrong. Yet it was very sad when I heard he'd died three years ago after a midair collision."

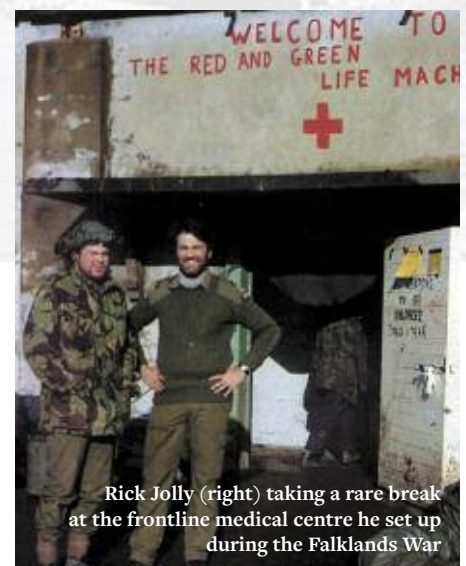
The Ajax Bay Field Hospital was set up a few days into the war. Initially it was on a ship out to sea, but Dr Jolly wanted to be nearer to the wounded. Within 24 hours his team turned a disused farm outhouse into a fully functioning, if incredibly basic, hospital. During the three-and-a-half week conflict 580 casualties were treated and not a single one died at the hospital

That achievement was even more unbelievable as the hospital was under constant threat from Argentinian bombers and fighter jets. Hospitals usually had red crosses painted on their roofs to identify them to enemy planes.

But because his hospital was next to ammunition dumps, which were legitimate targets, Dr Jolly insisted it was "not cricket" for them to be protected, so the cross was left off. And at the height of the battle of Goose Green four bombs were dropped in the area, killing five people as the hospital was swamped with severely injured soldiers.

Two of the bombs actually got stuck in the hospital roof, but failed to detonate. Yet Dr Jolly and his team continued to operate despite fears that they could have gone off at any moment.

"Ironically their pilot Ricardo Lucero was in the hospital on a stretcher at the time," says Dr Jolly. "My men showed incredible bravery when the



Rick Jolly (right) taking a rare break at the frontline medical centre he set up during the Falklands War

aircraft came into attack. They'd lean over and cover the patient they were working on with their own body until the raid passed and then get back to work.

"We realised the bombs in the roof were on timers and could go off at any moment. We worked out the maximum timer was 37 hours, so I said let's withdraw, sandbag the bombs and get on with our jobs.

"Then the casualties from Goose Green started streaming in. We treated 47 casualties, some with terrible injuries, but they all survived. After most had been treated I said, 'By the way, we've got two unexploded bombs in the back. They could be on 37-hour timers, but we're on 46 hours now so we're all right'. Everybody roared with laughter."

"What we went through was extremely demanding. We endured because of the affection we had for the guys on the frontline. Anyone who says they weren't scared was lying, but we were needed and there was no way we were going to let anyone down. I said to the boys at the start that we are here for one thing only, to make sure anyone who comes to us with an injury leaves us alive. The rest is irrelevant. We certainly achieved that."

THE ROYAL ARMY MEDICAL CORPS



Remembering Those Who Served
During The Falklands Conflict



1982-2022



THE SIR OSWALD STOLL FOUNDATION

Stoll (Sir Oswald Stoll Foundation) has been housing and helping veterans and their families since the First World War. It was founded by the theatre impresario, Sir Oswald Stoll, a man who had no military connections but felt compelled to respond to the plight of vulnerable ex-military personnel returning from conflict. In 1916 land in Fulham which was meant to house a theatre was gifted by Sir Oswald to build homes for veterans.

In 2022 Stoll still provides housing and support services to veterans and their families in Fulham. Named after the founder, Sir Oswald Stoll Mansions is one of the Charity's now five housing schemes stretching across South West London and also in Aldershot. Over the past century Stoll has housed and helped thousands of veterans. Stoll also works nationally with social housing providers through the Charity's 'Veterans Nomination Scheme' to support those veterans with housing needs at the point of need, often where they already have family and social networks. This national scheme has housed over 700 veterans.

Stoll currently supports a wide demographic in terms of age, gender and length of service in the Armed Forces. The Charity provides extensive support services, working with veterans on individual support plans, sometimes dealing with complex issues around mental health and addiction. Fifty per cent of Stoll veterans have a mental health issue and, of these, roughly half have a diagnosis of PTSD which is attributed to their military service. Stoll's ethos when working with veterans is to support their independence by improving their health and wellbeing, providing opportunities to improve skills for employment and to enable older veterans to live in their homes for as long as they can.

Stoll's veterans' experiences of conflicts go back as far as the Second World War. As we move towards remembering the 40th anniversary of the Falkland conflict in 1982, Stoll will be further supporting its Falkland Veterans housed across the Charity's various schemes. The intense ten-

week military campaign changed the lives of many of these individuals, some lost mates and some have mental scars to this day. This was such an extraordinary campaign; following the Argentine invasion and occupation, 255 Armed Forces personnel sadly lost their lives but what great victory they achieved. Like so many others, we are immensely proud of what the Armed Forces achieved at that time and of those who have served subsequently in the South Atlantic. Our Chief Executive has his own memories of his short period serving in the late 1980s in the Falkland Islands and of visiting South Georgia and he has paid tribute to those who liberated the Islands and those who, to this day, continue to defend the Islanders' right to self-determination.



Air Commodore (Retd) Richard Gammage

Indeed, Air Commodore (Retd) Richard Gammage, Chief Executive at Stoll said:

"Our nation and the peoples of the Falkland Islands are grateful to all those who liberated the Islands. We are proud of the work we do to support all of our veterans and, at this time, we

pay tribute to the efforts and sacrifice of those who served in 1982 and indeed those who, through their service, have enabled the Falkland Islands to progress so much in the past four decades. We focus at Stoll on the individual and their particular needs. Our support staff are experienced professionals, enabling beneficiaries to improve the quality of their lives and giving them the tools to cope with civilian life."

As the country emerges from Covid restrictions and as a frontline charity Stoll is looking to the future. Nick Coverdale, Stoll's Housing Director has noted that:

"Our Support and Housing team worked across Stoll's housing schemes throughout the pandemic, moved health and wellbeing activities online and continued to provide the best possible support to our veterans, at the same time our funding was impacted due to cancellation of events and activities and had increases to expenditure due to making Stoll sites safe for veterans and staff."

As we look ahead, and despite the last two years, we are excited about how we can continue to improve the lives of veterans. Stoll is leading a national campaign funded by the Forces in Mind Trust; the No Homeless Veterans Campaign will work across England, Scotland and Wales to support social housing providers with toolkits and training to support their work with veterans. We will also be engaging with key policy makers at a local and national level. The scourge of veterans' homelessness needs to end. In this campaign, Stoll is partnered with Homeless Link and the National Housing Federation. Sadly, Stoll's site in Fulham is now over a hundred years old and no longer meets the housing and support needs of today's veterans. Plans are afoot to develop the site to make it fit for the needs of veterans now and in the future.

stoll housing and helping Veterans



Stoll has been providing housing and support services to vulnerable veterans since 1916

Make a difference to the lives of vulnerable and disabled veterans today.

Many of our veterans have experienced homelessness, mental health and addictions issues, we need your support to be there for those who need us now and in the future.

You can make a donation by going on the Stoll website and going to our [donate page](https://www.stoll.org.uk/support-us/donate/):
<https://www.stoll.org.uk/support-us/donate/>
all donations will directly into supporting Stoll veterans.

If you would like to take part in a challenge event, for more information or to hear about our other events and challenges,
[email: fundraising@stoll.org.uk](mailto:fundraising@stoll.org.uk)
or visit: <https://www.stoll.org.uk/support-us/fundraising-events-2/>
for more information.

We have places in our Virtual London Marathon 2022 so if you feel like joining [#TeamStoll](https://www.facebook.com/teamstoll) please [contact us](https://www.stoll.org.uk) on 020 7385 2110.



Recovery of damaged equipment using an Eager Beaver forklift in San Carlos (Blue Beach)



REME IN THE FALKLANDS

by **Brigadier AD Ball CBE**
(*Operation CORPORATE Officer Commanding 10 Field Workshop REME*)

Because every Royal Marine and Army unit and formation had REME officers and soldiers attached as an integral part of their organisation, it is impossible to reflect every aspect of the REME contribution to the campaign.

During the journey south, REME soldiers underwent the same physical and military training as everyone else. In addition, equipment was maintained, tested and prepared. This included some unusual local manufacture. For example, mounting pedestals for 0.5 inch Browning Heavy Machine Guns were made and welded on to the decks of the QE2 to give some limited air defence. Morale was sky-high as evidenced by a leg-pull that made the UK national television news. A REME artificer noticed that there were several cans of grey, anti-rust paint which had been left in the (empty) swimming pool by the contractors fitting the rear helipad to the QE2. He started the rumour in the on-board Sergeants' Mess that, once south of Ascension Island, the ship was to be painted grey instead of its Cunard colours. Animated discussions followed about the use of ropes and trestles over the side, and which embarked units would undertake the task. For 2 days the rumour ran rife until it was eventually squashed by the ship's Captain. The feeling of relief was tangible, not least among the Cunard crew who had been told that they would restore the ship to Cunard colours on the return journey.

Blue Beach Support Area

Once the beachhead had been secured, the task became one of getting everything ashore by

helicopter or landing craft. The main effort was a string of recovery tasks using engineer plant, forklifts, tractors and anything else that came to hand. Once ashore, the first action was to dig in with robust overhead cover from air attack. Offloading stores and equipment was itself a major challenge, given the dispersal amongst different ships for tactical and capacity reasons and the repacking during the voyage. Because in these early stages there was little requirement for repair work, apart from helicopter and RAPIER maintenance, REME soldiers were inevitably re-tasked on to other duties. For example, the Commando Workshop Squadron became the Defence Company for the Brigade Admin Area. The tradesmen attached to the infantry battalions became infantrymen. On the gun lines, fitters became members of the gun crews as well as maintainer. The Light Aid Detachment (LAD) of 4 Field Regiment Royal Artillery was some 400 yards away, assisting the RQMS to offload artillery ammunition, when the Sir Galahad and

TOP: REME armourers fitting 0.5 inch Browning Heavy Machine Gun and locally made mounts on to the QE2

BOTTOM: Mexeflote offloading in San Carlos Bay

MIDDLE: Recovery of Gazelle and Scout by Sea Kings - San Carlos (Blue Beach)



Sir Tristram were attacked on 8 June. They were among the first to help the survivors. When 10 Field Workshop arrived, it became responsible for the Blue Beach Support Area and effectively became the Rear Headquarters for 5 Infantry Brigade. In due course, others guarded prisoners, dug graves and buried the dead.

REME Tradesmen

The inaccessibility of spares and equipment dispersed around the fleet did call for REME tradesmen to be at their most inventive. When the 2 balancing springs on one of the Light Guns fractured, the Artificer Weapons took them back to an LSL and welded them while the ship was under air attack. They subsequently failed again and he found an arc welding kit in a farm garage and manufactured brackets to strengthen the assemblies. Although eventually they failed again, it was only after the gun had fired 370 shells at high charge. Damaged aircraft were recovered. Bullet holes in helicopters were covered with masking tape, their canopies patched, stitched and in one case covered with polythene sheet.

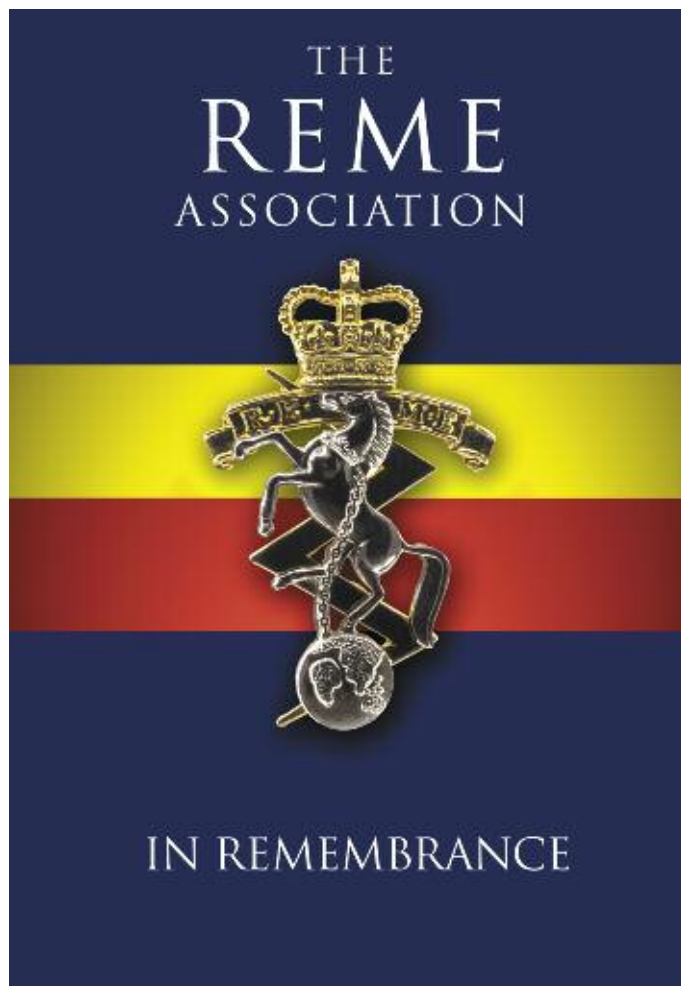
An aircraft non-pressurised fuel pipe was repaired with a “compo” ration tin, sealant and 2 “jubilee” clips. The seized engine of a Muirhill (a piece of engineer plant) was stripped and restored to life, something normally undertaken only in a static base workshop in clean conditions. RAPIER high-frequency transmission leads were replaced with copper telephone cable, circuit boards were removed and links shorted out to keep the system firing, and on one occasion the precision-machined, missile-launching beam was straightened with a crow bar. [This launcher shot down an Argentine SKYHAWK the following day.] The technical skill and initiative of REME tradesmen and soldiers, both prior to and during the operation and despite the extreme working conditions, undoubtedly contributed to its overall success.

Key Equipment

Once surrender had been declared, the focus shifted to tracking down equipment and spares, particularly for the RAPIER air defence systems, which were critical assets for continued defence. The need to clear mines and booby traps made engineer equipment a priority. The equipment that had undergone immediate battlefield repair needed to be properly restored. [During the early days after surrender, there was no guarantee that Argentina might not try to launch another offensive.] Finally, there was a mountain of captured Argentinian weaponry and equipment to be collected, made safe and catalogued.

High Priority Demands

However, the story for REME begins really from the moment that Operation CORPORATE was announced and that a Task Force would be launched. From that moment, there was frantic activity to prepare the equipment for war. Initial efforts concentrated on getting everything and everybody together. A typical example was the LAD of 29 Commando Regiment Royal Artillery. Its men and the equipment were divided between the batteries in Arbroath, Plymouth and Poole. 79 Battery was still returning from a 3 month exercise in Norway. A flurry of high priority demands on the supply system and scrounging from similar units eventually saw them ready to deploy in just 3 days. It was a similar story for the Commando Logistic Regiment Workshop Squadron and the 3 Commando Brigade Air Squadron LAD. Some aircraft were cannibalized to provide spares and additional aircraft were flown in from as far away as Northern Ireland. Limited shipping space precluded T Battery 12 Air Defence Regiment Royal Artillery loading its usual support vehicles. All its RAPIER tools, vehicle mounted test equipment and spares had to be transferred and repacked on pallets, including those recovered from Germany (where most spares were held) and some cannibalized from the Royal School of Artillery.



5 Inf Brigade

Although the units of 5 Infantry Brigade had slightly longer to prepare, activity was no less frenetic. For example, 10 Field Workshop had only joined the Brigade on 1 April, moving from Tidworth to Bordon, and was still in the process of re-rolling. Much of its equipment and spares had not yet been delivered. Again, because of limited shipping space, stores and equipment, most of it borrowed from other workshops, had to be stripped out of their usual vehicles and palletised. Men, equipment and spares were eventually split between several ships for both tactical and shipping capacity reasons.

REME Directorate

Once the initial surge of the Task Force sailing had been successfully accomplished, the REME Directorate and its static workshop organisation in the UK stayed in high gear. The workshops had already fitted winterisation kits to some of the Task Force vehicles and manufactured items as diverse as armoured protection for helicopter seats to field lighting kits.

In the light of what had deployed, the task now was to set up rapid support contracts with industry for the resupply of critical spares and to set up programmes of equipment engineering support to reconstitute that lost or damaged during the operation.

REME soldiers were among the first to arrive in the Falklands and were the last (with members of the Ordnance Field Park) of the operation's troops to leave. In early August 10 Field Workshop was relieved by a newly formed 2 Field Workshop from the UK. The REME task in the Falklands continues to this present day.

IN MEMORIAM

Corporal J Newton REME
22 SAS Regiment

Lance Corporal A R Streatfield
REME 1st Bn, Welsh Guards

Craftsman M W Rollins REME
1st Bn, Welsh Guards

Craftsman A Shaw REME
3rd Bn, The Parachute Regiment



THE ROYAL MILITARY POLICE

160 Provost Company in the Falklands

From Richard Callaghan BA - Curator RMP Museum

In common with every military force to leave Britain's shores since the 1850s, the Falkland Islands Task Force included a Provost (Military Police) detachment. During the conflict, the Royal Military Police (RMP) undertook most of the roles for which they are famous, together with some new ones. On 3rd April, the day after the Argentinian invasion, personnel of 160 Provost Company were placed on 24-hour notice to move and after training in the Brecon Beacons (chosen due to its similarity to the harsh terrain of the South Atlantic), Captain Allan Barley, together with 16 NCOs and 2 members of the Special Investigation Branch (SIB), set sail on the QEII later. The 8,000-mile voyage south saw the 19th birthday of LCpl Gary Needham, the youngest member of the RMP Detachment.

Landing in San Carlos Bay, they found themselves in the thick of the action in "Bomb Alley." Under frequent air attack, the beachhead came to resemble the battlefields of the Great War, with British trenches subject to flooding. The RMP busied themselves with assisting the Beachmaster at the Beach Support Area. As their predecessors had done for nearly a century, they established an Information Post, which controlled and directed personnel around the island. This helped the senior commanders who previously were often unsure where Units were located (and even if they were already ashore).

Corporal 'Deano' Dean, attached to the Commando Brigade, acted as a bodyguard to the Brigade's Commander Brigadier Julian Thompson. Another significant role was in marshalling helicopters, thus enabling them to drop supplies in the correct area.

The correct handling and control of Prisoners-of-War (PoW) has long been a duty of the RMP. On 12th June, the Detachment was augmented by the arrival of 20 Royal Marine Police, who had handled Argentine PoW after the Battle of Goose Green. That day, the initial attacks around Port Stanley took place, bringing with it more PoW;

initially 80 were processed, predominantly young conscripts in a poor state. Interrogation followed, but with much of their equipment unavailable for recording the personal information of the PoWs including of their next-of-kin, as with so many instances in its history, the RMP improvised, using P&O luggage tags to identify them.

Dealing with an additional 350 POW at Bluff Cove, the news of the Argentinian surrender at Stanley came through after 21.00 on 14th June. Just 10 hours later, Capt Barley's platoon was flown by helicopter into the capital. The situation in Stanley was confused. Argentinian soldiers prowled the streets with loaded weapons. The detritus of the occupation was strewn across the streets, with some buildings on fire, and others booby-trapped. The next seven days were fully occupied with detaining and processing PoW. Over 11,000 were detained before being searched - for a surprising variety of weapons and contraband- and embarked aboard ships prior to repatriation to Argentina. A single Argentine made the voyage back to the UK under the care of RMP and Military Provost Staff Corps. Lt Cdr Alfredo Astiz of the Argentine Navy was wanted by the French and Swedish governments over his

**THE
ROYAL MILITARY POLICE
CENTRAL BENEVOLENT FUND**



The Red Cap's Charity
Charity Registration No: 248713

*In Remembrance -
Commemorating the
40th Anniversary*

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RMP Central Benevolent Fund
RHQ RMP, Postal Point 38, Southwick Park
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www.rhqrmf.org

involvement in the disappearance and probable murder of their nationals during Argentina's "dirty war." Held at the RMP Training Centre in Chichester, he holds the dubious distinction of being the last PoW held in the UK, before he was returned to Argentina, and later life imprisonment.

The destruction left by the occupying forces led to an increase in civil complaints, with the two members of the SIB working closely with Port Stanley's solitary civil policeman. As life settled back to something approaching normality, the RMP reverted to their primary peacetime role of General Police Duties, dealing with breaches of discipline and regulations among the British forces. Having been sworn in as Special Constables, they were also called upon to deal with civilian matters.

One role of the RMP following the conflict was to check items being brought back to the UK by the returning forces. Whilst "souvenirs" such as Argentinian Army helmets presented no problems, more contentious "war booty," particularly firearms, would be confiscated - or, more likely, quietly jettisoned over the side of the ship. The original Detachment from 160 returned home, having been replaced by other members of the



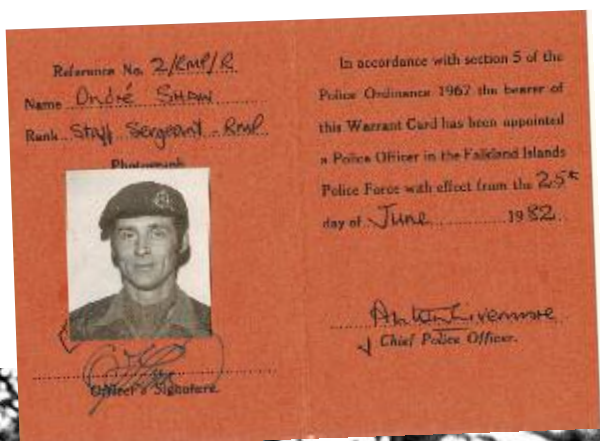
Capt Allan Barley - OC RMP Detachment "cross decking" to the Canberra at South Georgia

RMP at the end of July. The continual need to be prepared against future aggression led to a huge increase in British Military presence in the Falkland Islands. With that increase came the need for a permanent provost presence. Initially, the Falkland Islands Garrison Provost Unit RMP, fulfilled that task, but now, working alongside Royal Navy and Royal Air Force counterparts, the Joint Service Police Security Unit, not only deals with military discipline but also (thankfully rare) Service crime. In the years after 1982, the Royal Military Police has also

assisted in investigating incidents involving some of the 30,000 mines laid by the Argentinians, the last of which was only cleared in 2020.

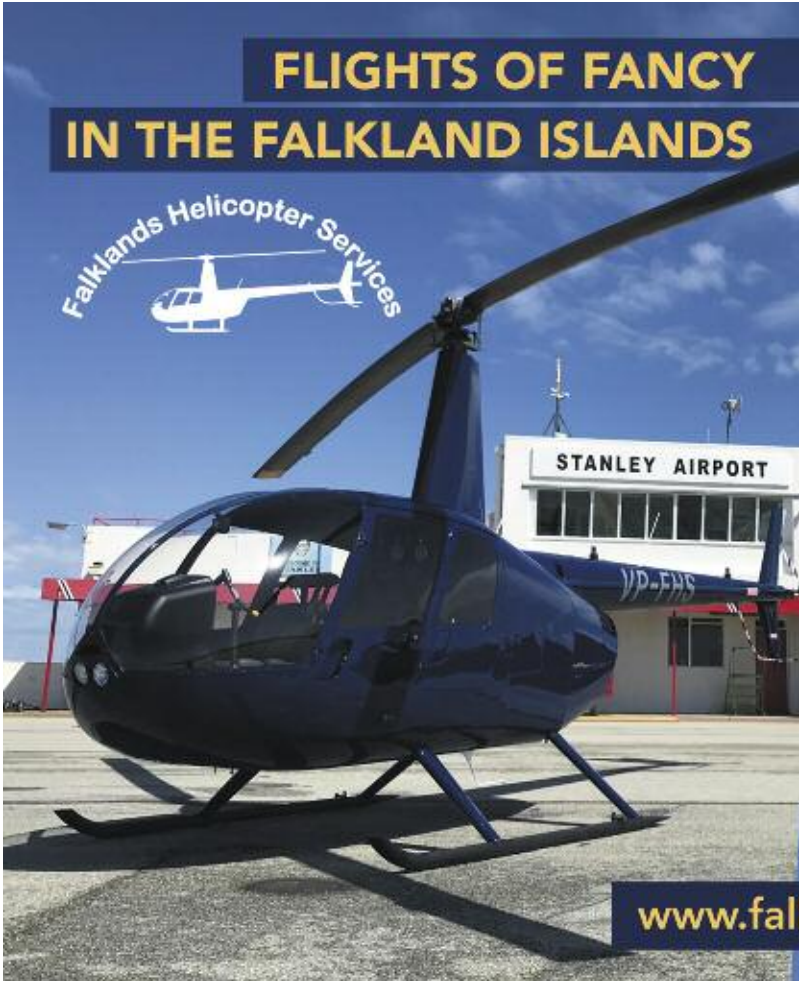
Exemplum Duceimus.

The RMP Museum covers the fascinating story of policing the British Army from its origins to the present. Located in the D-Day village of Southwick, near Portsmouth, admission is free, and visits are by appointment. Details can be found at The Royal Military Police Museum (https://rhqrmpp.org/rmp_museum.html) You can follow the Museum at The Royal Military Police Museum on Facebook: <https://www.facebook.com/RMPMuseum/>



Special Constables. LCpl Gary Needham and SSgt Ondre Shaw with Port Stanley's solitary Constable PC Livermore and SSgt Shaw's FIPF Warrant Card

FLIGHTS OF FANCY IN THE FALKLAND ISLANDS



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THE ROYAL ARMY DENTAL CORPS

by Lt Col (Retd) John Aitken RADC

The RADC's initial involvement in Op CORPORATE was the ramping up of Dental Force Preparation for the Army force elements warned for deployment. With only a few weeks, and for some units considerably less, notice for deployment the consequent fierce competition for time between all the pre-deployment requirements on units significantly impacted on what could be achieved. Nevertheless the dental centres involved maximised the clinical time available with the large centre at Aldershot instigating 12 hour shifts and 7 days a week working in order to support deploying units.



Ajax Bay, on the other side of Port Carlos

At this time, in addition to providing deployable dental teams, one of the RADC's operational roles was to provide resuscitation officers to augment Field Surgical Teams (FST). On Op CORPORATE two dental officers, Lt Col KAC Watt and Maj JF Aitken were deployed as resuscitation officers with 1 and 2 FSTs from 2 Fd Hosp respectively. These FSTs were attached to 16 Fd Amb which also deployed with its established dental team of Maj GK Long and Pte Reeves.

16 Fd Amb, less its Parachute Clearing Troop which had already deployed with the 2 PARA BG as part of 3 Cdo Bde, embarked on the QE2 and sailed from Southampton on 12 May 1982. Following a delay in mid-Channel to repair a problem with one of the ship's boilers, the QE2 then headed for Freetown, Sierra Leone where it spent a day bunkering before continuing on to Ascension Island. Believing to have been spotted by the Russians she did not dock there but circled the island while additional personnel who had been flown out to Ascension were ferried out to her.

Despite the QE2 having undergone some military modifications and lost some of its cruise ship 'trimmings' it was still a luxury liner. Catering standards were maintained with excellent meals being served in the Queen's Grill. This all presented a surreal experience for the thousands of troops on board who were being ferried to a war zone on such a vessel!

During the voyage south dental personnel took part in all the usual military training including physical fitness, live weapon firing, action station drills and FST training. In addition, using the ships dental surgery, they set up a 24 hour rota to provide emergency dental cover for the approximately 4000 personnel aboard. Nevertheless there was still time for relaxation, exploring the ship, watching films and videos, sunbathing and taking part in the traditional 'crossing the line' ceremony.

Information became more difficult to come by as the ship proceeded further south and rumour and

counter-rumour began to run rife! This was not helped by a report on the BBC World Service which apparently stated that the QE2 had been sunk! Frustrations increased and some began to wonder if they were going to arrive in time or if they would even be needed when they got there! The QE2 eventually arrived at Grytviken, South Georgia after dark on 27 May, a week after the landings and bridgehead had been established at San Carlos. All personnel were issued with weapons and ammunition. Apart from spectacular glaciers, as the mist cleared the following morning it revealed that the QE2 was in company with the MV Norland, SS Canberra and the five minesweeper converted trawlers of 11 Mine Countermeasures (MCM) Sqn. During the day, survivors from HMS Ardent, Antelope and Coventry arrived on board the QE2. News of the actions at Port Darwin and Goose Green also reached the ship.

Ferried by the vessels of 11 MCM Sqn everyone cross-decked to either Norland or Canberra with 16 Fd Amb and 1/7 GR going to the Norland. Three days later, on 1 June, the Norland arrived in San Carlos Water ('bomb alley') in the middle of an Air Raid Red alert. The medical personnel were initially disembarked onto an alternative location, Red Beach in Ajax Bay before being ferried across to Blue Beach at San Carlos Settlement. Finally in the correct location the FST officers moved to the home of the local farm manager Pat Short and his wife Isobel to be accommodated in some of their spare rooms. They were joined there by the official war artist Linda Kitson.

INITIAL MEDICAL PLAN

The initial medical plan was for the FSTs to set up under canvas on the farmhouse lawn, however, as the unloading of their equipment from the ships was delayed this did not materialise. It was then decided that the FSTs and 16 Fd Amb's Advanced Dressing Station (ADS), including their dental team, should be moved to Fitzroy Settlement to set up a Forward Surgical Centre (FSC). On 5 June the ADS was to be moved to Fitzroy Cove by Sea King helicopter but after hours of delay in the rain they were eventually embarked onto RFA Sir Tristram for the move and arrived in Fitzroy on 7 June. Here they discovered that they were in clear view from any enemy OPs on Mts Kent, Challenger and The Two Sisters which were only six miles away. On disembarking they set up the ADS and awaited the arrival of the rest of the Fd Amb and the FSTs which would enhance their capability to that of the desired FSC.

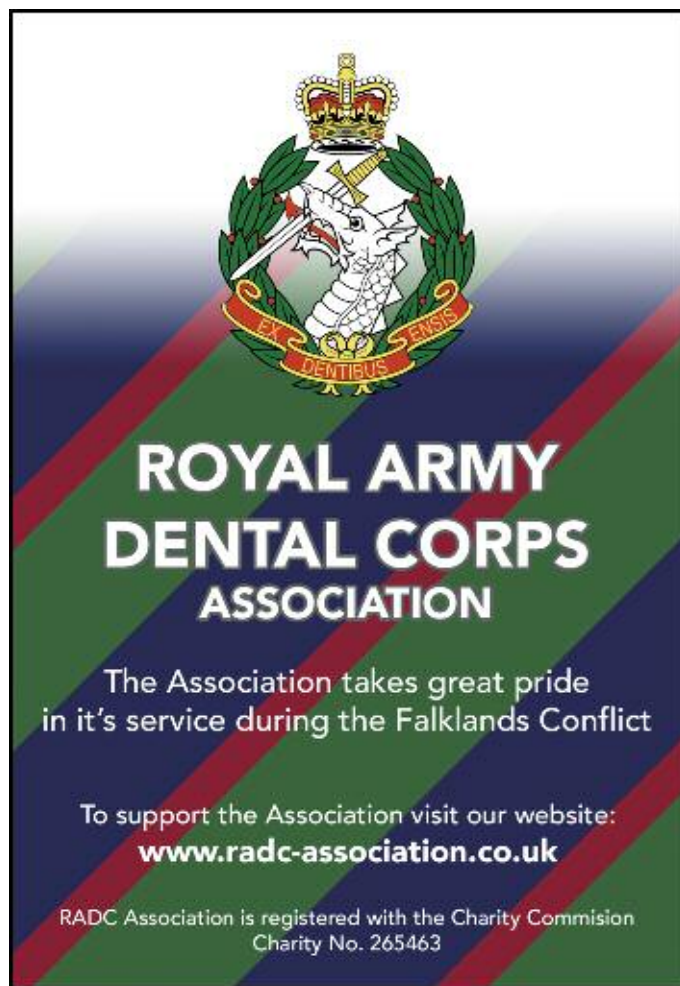
On 7 June FSTs 1 and 2 along with the balance of the Fd Amb, two companies from 1WG and other troops embarked on RFA Sir Galahad. It was a crisp and sunny morning as Sir Galahad sailed up Port Pleasant on 8 June and anchored off Fitzroy Settlement. A Rapier Battery was soon offloaded and followed by some of the command element of 16 Fd Amb and FST 1 with Lt Col Watt. FST 2 with Maj Aitken, the Welsh Guards and most other troops and equipment remained on board. That afternoon both Sir Galahad and Sir Tristram were attacked by five Argentinian Skyhawks. Amongst the many casualties 16 Fd Amb's second in command and two soldiers were killed.

All personnel were now taken off the ship and landed ashore at Fitzroy. Over the following hours the ADS treated and evacuated 135 casualties including 70 stretcher cases. All ADS equipment and personal kit that had remained on Sir Tristram was lost as was all the FSTs' equipment and the majority of personal kit on the Sir Galahad. Consequently both FSTs were evacuated by Sea King to HMS Fearless and Intrepid in Ajax Bay, arriving there at about midnight.

AJAX BAY

The following two days involved rapid reorganisation, resupply and reinforcement before the final battle for Stanley took place. The two FSTs were reformed. FST 2 remained on Intrepid whilst FST 1 returned to Fitzroy on 11 June and together with the Parachute Clearing Troop and one of its FSTs re-joined 16 Fd Amb to form an FSC in the ADS. FST 2 later moved to become part of the Field Hospital ("Red and Green Life Machine") at Ajax Bay. Here the medical facilities were located in an abandoned refrigeration plant which whilst it provided plenty of space and shelter from the elements, it had no water or electricity supplies. With the use of blankets, one of the larger rooms in the useable part of the building was divided into a reception area, two operating theatres and an office. The remaining large room and a number of small usable rooms were used for resuscitation and pre- and post-op care as well as a holding area for those awaiting evacuation to the hospital ship SS Uganda and staff accommodation. The main disadvantage of this location, perhaps, was the presence of two unexploded bombs in the building!

The Fd Hosp received casualties direct from the battlefield, from the ADSs at Fitzroy and Teal and from ships hit in San Carlos water. During the period it was open, 23 May to 19 June, 725 British and Argentinian patients were seen



of which 210 had undergone surgery under general anaesthesia. At the busiest time four operating tables were in use. The ADS at Fitzroy, with Lt Col Watt, Maj Long and Pte Reeve, received casualties direct from the air strikes on Sir Tristram and Sir Galahad and then from the morning of 12 June from the final battles to take Stanley. They established a routine of working eight hours on, eight hours off, treating an almost continuous stream of British and Argentinian casualties. During the period 7 to 18 June this ADS dealt with 439 casualties.

Whilst on first deploying, neither Lt Col Watt nor Maj Aitken confessed to little more than basic resuscitation skills both benefitted considerably from their integration and training with experienced resuscitation teams. Maj Long had already been with 16 Fd Amb for 18 months prior to this deployment and he and Pte Reeve were already well versed in their operational roles within the Dressing Station. In fact on 15 June, Maj Long heard the news of the Argentinian's unconditional surrender as he was suturing the lips and chin of a Scots Guardsman!

POST CONFLICT DENTAL SERVICE

Following the ceasefire the refrigeration plant at Ajax Bay was then additionally used to house Argentinian prisoners. Both at the Fd Hosp and the ADS the workload dramatically reduced: Lt Col Watt and Maj Aitken were moved to Stanley Hospital to join the team there and establish a routine dental facility whilst Maj Long and Pte Reeve remained with 16 Fd Amb in a primarily dental role.

Maj Aitken and Maj Ryan, an RAMC surgeon, visited the hospital ship SS Uganda but on their return journey found themselves tasked with escorting an Argentinian prisoner, a dentist, back to Stanley Hospital with them. Fortunately he did not attempt to escape!

Lt Col Watt eventually returned to the UK by RAF C-130 Hercules as did Maj Aitken with Maj Long and Pte Reeve embarking on the Uganda for the journey home on 13 August. They were relieved by Lt Col CH Lee and Cpls J Green and M Adams who continued the post conflict dental service to the Falkland's Garrison and which is continued to this day at the Mount Pleasant Complex.

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THE FLEET AIR ARM IN THE FALKLANDS

By Sue Eagles, Communications Director for the Nation's Naval Aviation Heritage

When the Task Force set out on its 8000 mile journey south to retake the Falkland Islands in April 1982, it not only faced enormous logistical challenges but it was totally reliant on carrier and shipborne aviation, unlike the Argentinians who possessed an efficient land-based air force of over 200 aircraft. The Task Force also lacked Airborne Early Warning aircraft and its Sea Harriers were outnumbered by six to one.

Despite these awesome odds, the Fleet Air Arm played a pivotal role winning the crucial battle for air superiority, which was paramount to the successful outcome of the campaign.

In total, 171 Naval aircraft from 15 Naval Air Squadrons were deployed. The 26 Sea Harriers from HMS Hermes and HMS

Invincible inflicted serious losses on the Argentine Air Force destroying 23 aircraft in air to air engagements, for the loss of not a single Sea Harrier in air combat. The embarked fixed wing force also included for the first time, RAF Harrier GR3s in the ground attack role.

Royal Navy Anti-Submarine Warfare Sea King helicopters flew round the clock throughout the conflict, often in atrocious weather. 820 NAS embarked in HMS Invincible, flew 1560 hours in May alone. Over the whole of the operation the serviceability of all embarked aircraft was 90% - a huge testament to the reliability of the aircraft and the skill and dedication of the engineering and maintenance teams. Navy Commando Sea King and Wessex helicopters, supported by Army Air Corps

light helicopters and one RAF Chinook, were also essential for providing support and tactical mobility ashore. They operated deep in the threat environment playing a vital role in the land forces' success, deploying troops, ammunition, food, fuel and conducting casualty evacuation across the most inhospitable terrain, often in appalling weather conditions and under enemy fire.

In a combined attack, a Wessex 3 from HMS Antrim and Wasps from HMS Endurance severely damaged the submarine Santa Fe with depth charges and AS 12 missiles. Operating from frigates and destroyers, the Lynx also demonstrated with marked success the capability of the Sea Skua missile in the anti-shipping role which was the first time these missiles had been used in action.

Improvisation, adaptability, endurance and immense courage characterised the Fleet Air Arm contribution to the conflict.

Admiral Sir George Zambellas GCB DSC ADC, former First Sea Lord said "without our Sea Harriers fending off an enemy force of fighter and bomber aircraft that in total was nine times larger, destroying 23 Argentine aircraft and deterring others from bombing our ships in San Carlos Water, there could have been no victory."

"The Sea Harrier and the pilots who flew her were critical in giving the Task Force battle-winning edge. They put their lives on the line. Most flew more than 50 war missions, more than 300 miles from the carriers against the Argentine air threat. They were not just 'The Few' or the 'Few of the Few' - they were 'The very Few'. As the Royal Navy enters a new era of Carrier Aviation, it is timely to remember that this victory in the air was only possible with the full capability of Carrier Aviation including the engineers, maintainers and ships companies who kept the Carrier Air Groups in the Falklands flying."

To ensure that this courage and fearlessness in the face of the enemy is never forgotten, the charity, Navy Wings, restores, maintains and flies a collection of nationally important historic naval aircraft which display at air shows and events around the country, promoting the Nation's Naval Aviation Heritage.





HMS Hermes in the South Atlantic



800 NAS Sea Harrier taking off from HMS Hermes

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message from

Lt Cdr David HS Morgan DSC

Sea Harrier pilot during the Falklands conflict

In the spring of 1982, several thousand members of our armed forces were called at very short notice to deploy to the South Atlantic, to liberate the Falkland Islands after their invasion by Argentina. Many of us went with a heavy heart, knowing that some would not return if we had to fight. The odds were very much against us, both in the air and on the ground and the outcome of the operation was far from certain.

For six weeks the task force fought a desperate battle. The Royal Navy lost both ships and aircraft in the attempt to keep attacking fighters away from the fragile beachhead and the land forces pitched themselves against a tenacious enemy and truly dreadful weather. This conflict was a come-as-you-are party with lack of equipment, improvisation and confusion being the universal experience. British servicemen proved, once again, that they can translate chaos into victory and the world watched with awe.

Young men demonstrated the most remarkable tenacity and courage in the face of the horrors of war and many still bear the physical and mental scars, forty years later. We went to war with a sense of righteous indignation and a belief in fair play. Many did not return home and we should take time to remember them and their families as we celebrate this dramatic victory forty years ago, in those far-flung islands.

Lieutenant Commander David Morgan DSC

May 2022



'Sea Harriers Over The Falklands'

Picture © Gary Eason flightartworks.com

In Memorium - Sea Harrier Losses during the Falklands Conflict

May 4 XZ450

Shot down by anti-aircraft fire over Goose Green, East Falkland. Lt N Taylor killed.

May 6 XZ452

Lost at sea off Falkland Islands. (Collided with XZ453) Lt Cdr JE Eyton Jones killed.

May 6 XZ453

Lost at sea off Falkland Islands. (Collided with XZ452) Lt Alan Curtis killed.

May 23 ZA192

Exploded after take-off from Hermes. Lt Cdr GWJ Butt killed.

May 29 ZA174

Slid off the deck of Invincible when ship rolled. Lt Cdr Mike Broadwater ejected and rescued.

June 1 XZ456

Shot down by Roland surface-to-air missile of East Falkland. Flt Lt I Mortimer ejected and rescued.



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THE MERCHANT NAVY IN THE FALKLANDS WAR

The contribution made by the Merchant Navy throughout the Falklands War is, perhaps, rather less well known, but every bit as important as that of the three armed services. As a participant in almost all the conflicts of the 20th Century, it is widely regarded as the Fourth Service and the only civilian organisation that regularly finds itself as part of the front line. The title Merchant Navy was granted, by King George V, in recognition of the enormous sacrifices made during World War I.

The decision, by the British government, to send the Royal Navy, Royal Marines, Army and RAF to the South Atlantic inevitably meant, from the outset, that those Merchant Navy officers and ratings serving aboard the Royal Fleet Auxiliaries would be part of this. Their role, since 1905, has been to supply the Royal Navy, at sea, with fuel, dry stores and armaments. More recently it had also begun to man logistical support landing vessels. Its ships, until that time unarmed, operate closely with the Royal Navy with crews that are fully trained and prepared to act as part of such a Task Force. They were familiar with naval operations, including convoy procedures and helicopter operations, working closely with service personnel.

It quickly became apparent that more vessels would be needed to conduct such a mammoth operation so far from the United Kingdom. A large number of ships were requisitioned to become classified as "STUFT" - ships taken up from trade. These included the passenger liners

Canberra and Queen Elizabeth 2, adapted to carry large contingents of troops and Uganda, which was converted to a hospital ship. In addition were several roll-on-roll off ferries (carrying both armaments and troops), container vessels (carrying stores and adapted to operate helicopters and Harrier fighters), numerous tankers, dry cargo vessels, a repair and other support ships and five trawlers adapted for mine clearance.

As always the men, and several women, volunteered to stay with their ships and face whatever lay ahead with the usual stoicism that has so long part of the Merchant Navy tradition. With the help of dockyard personnel, they worked tirelessly to prepare their ships for war. Once they set sail, under guidance from seconded Royal Navy and RFA personnel, they began training to prepare for what was needed once they reached the war zone.

From the very first landing at San Carlos, on 21st May, both the RFA's and ordinary merchant vessels were in the thick of the fighting, experiencing numerous air attacks as well as potential threats from Argentinian land based forces, submarines and mines. Sadly there were losses. Atlantic Conveyor, one of the container vessels was sunk, on 25th May, taking with her ten helicopters, a large amount of stores and more significantly 12 men, nine of whom were Merchant Navy personnel, including three from the RFA. A few days later the RFA's Sir Galahad and Sir Tristram were bombed whilst disembarking troops at Bluff Cove. This resulted in the death of 50 men, with many more seriously injured. Among the losses were seven RFA crew members, which included four ratings from Hong Kong.



RFA Port Austin at King Edward Point, Grytviken, South Georgia.
Image copyright © Tony Talbott 1984.



SS Canberra



SS Uganda



SS Olna

The support given to the Falkland's War is part of a long and proud tradition of the Merchant Navy. Although 40 years later its size is much smaller, the Fourth Service still upholds the same ethos and degree of professionalism, wherever its men and women serve today.

Captain David Parsons MNM
National Secretary
Merchant Navy Association



Royal Fleet Auxiliary



Merchant Navy



Royal Maritime Auxiliary Service

They couldn't have done it without us!

In support of the Falkland's Task Force, the following vessels, manned by civilian crews from the Merchant Navy, were either from the Royal Fleet Auxiliary and Royal Maritime Auxiliary Service, or were requisitioned and chartered from UK shipping companies. All their seafarers were civilians and yet they faced the dangers, suffered casualties but did not waver. They took troops and equipment to the scenes of the battle and the supplies without which the needs of the fighting forces on land and at sea could not have been met. They too made victory possible.

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Winston Churchill 1942

The Merchant Navy Welfare Board wishes to pay tribute to those men and women of the Merchant Navy and Royal Fleet Auxiliary who supported the armed services throughout the Falklands War. The Board would especially like to remember the names of those who sacrificed their lives during the conflict.

We Will Remember Them

ss Atlantic Conveyor

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John B. Dobson
Frank Foulkes
David R. S. Hawkins
James Hughes
Ernest M. Vickers

Royal Fleet Auxiliary
Ronald Hoole
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RFA Fort Grange

William Fraser

RFA Sir Galahad

Christopher Hailwood
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Chau Leung
Andrew J Morris
Yuk Fai Sung

RFA Sir Tristram

Swi Kumi Yeung
Sik Chu Yu

The Merchant Navy Welfare Board is the umbrella charity for the welfare of merchant seafarers and their families throughout the United Kingdom. The Board welcomes enquiries from those seeking help among the working and retired seafaring community and will seek to place people in touch with the most suitable source of assistance.

The Board welcomes legacies and donations, all of which are used to support its Constituent charities. For further information contact:

Merchant Navy Welfare Board

8 Cumberland Place, Southampton SO15 2BH

Telephone 023 8033 7799; e-mail enquiries@mnwb.org.uk Website www.mnwb.org

If you require help or assistance please visit www.seafarersupport.org



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Volunteer Point

The owners, management and staff at Volunteer Point are proud to support the 40th Anniversary

One of the most famous wildlife sites on the islands, this glorious white-sand beach is home to the largest king penguin colony in the archipelago.

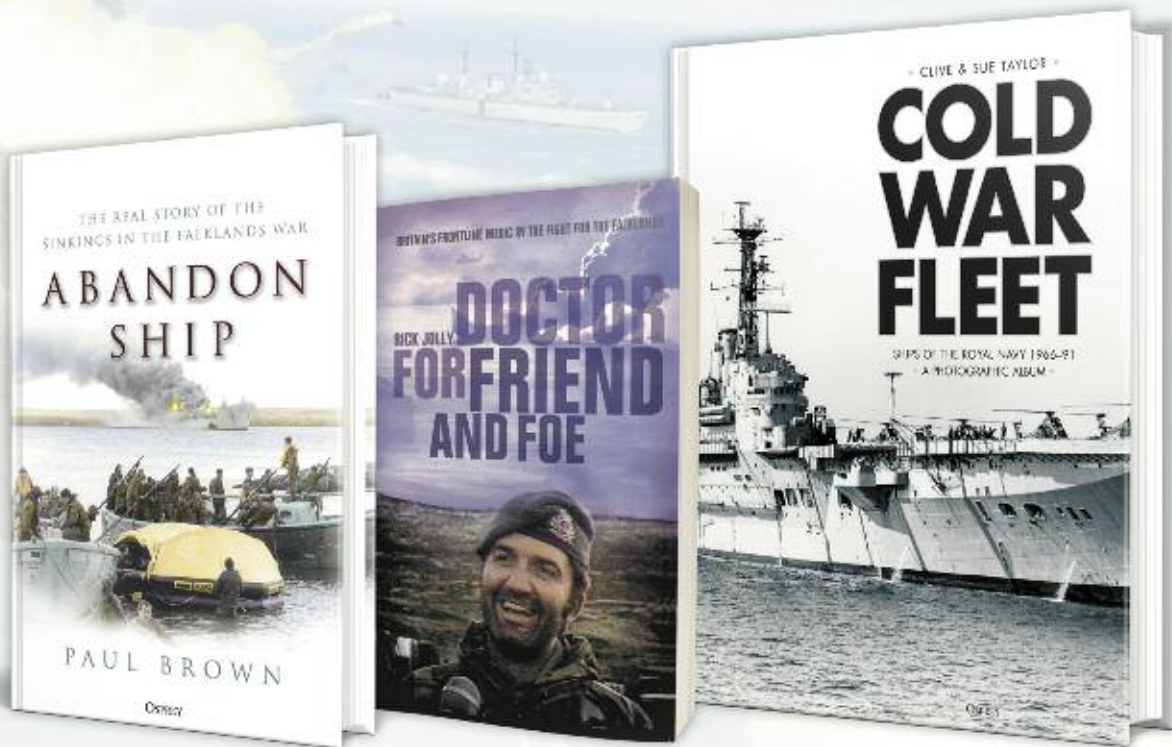
Volunteer Point is named after the Volunteer, a ship that visited the Falkland Islands in 1815. This privately owned nature reserve is on a narrow strip of short grass that connects East Falkland to the headland of Volunteer Point itself and is bordered by the two-mile-long Volunteer Beach to the north and by Volunteer Lagoon to the south. The wardens' house is at the western end of the grassy area, while the king penguin breeding group is at the eastern end.

This site is one of the highlights of any visit to the Falkland Islands with steadily increasing numbers of king penguins in natural surroundings - it is the largest colony of this species on the islands. There are two additional species of penguin, and many other birds breed in this fabulous scenery. As you near the site on the tracks from Johnson's Harbour, the whole area opens up spectacularly before you, revealing the lagoon, penguins and beach. It is possible to stay at the wardens' house, but the majority of visitors will come here on a day trip from Stanley. The 3-hour drive out gives you a good sense what travel was like on the Falklands in years gone by as the last section is over camp.

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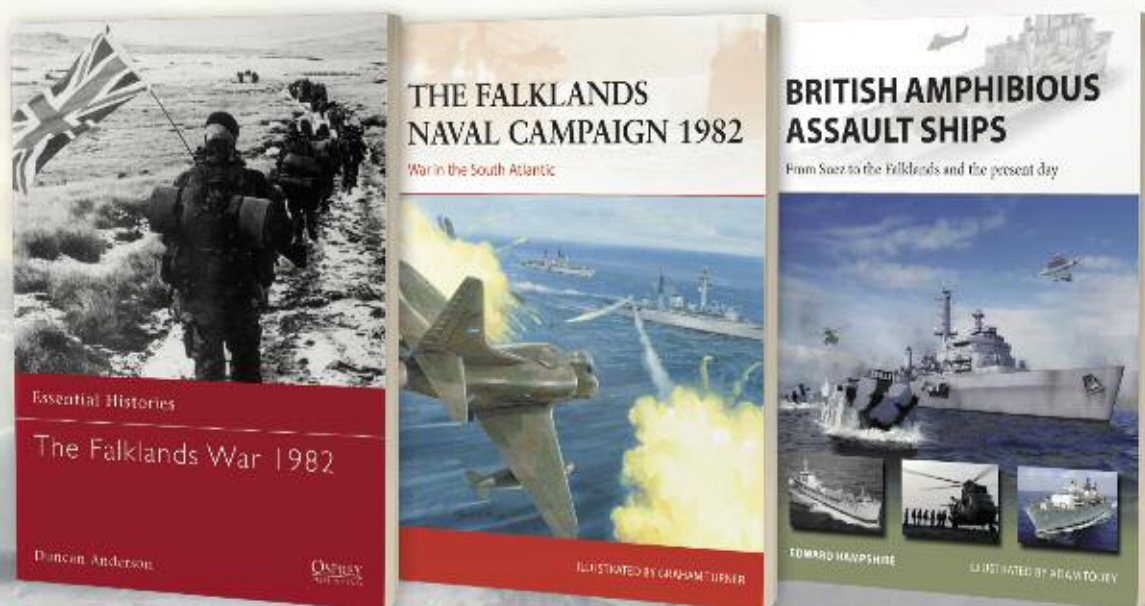




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SAUNDERS ISLAND - THE FALKLANDS

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Saturday 21 January 2023 marks the 258th anniversary of the British possession of the Falkland Islands.

Although there were earlier sightings and landings by British and other explorers, it was on 21 January 1765 that Commodore Byron landed on Saunders Island, off West Falkland, and claimed the archipelago for the British crown. He named the place Port Egmont.

The following year 1766 saw the first British settlement at Port Egmont. By then the name 'Falkland Islands' had already been firmly established in British references to the Islands, following Captain John Strong's landing just off the channel between East and West Falkland in 1690, which he named 'Falkland's Sound' after Viscount Falkland, who had invested in his expedition."



ROYAL ARMY PAY CORPS



Falklands 40

Cpl Paul Ackerman RAPC attached 1st Bn Welsh Guards

“You’re a soldier first” ... those were the first words that the Sergeant in the Bournemouth Army recruitment office told me aged 14 when I said I wanted to join the RAPC.

Four years later on 30th May 1982, as a junior pay clerk attached to 1st Battalion Welsh Guards (1WG) those words echoed in my mind as we disembarked from a landing craft in San Carlos Water East Falklands into the by then well-established conflict zone.

On the journey South the 1WG pay team had been kept busy providing necessary pay office support. But that all stopped as soon as we disembarked from the ship, and we dug in the boggy ground to await our orders. The conditions were miserable, and it quickly became clear we needed to rapidly get to the “start line” to join the fight now some 60 miles ahead of us.

Our Paymaster, Major Tom O’Donnell, my buddy Cpl Gaz Jones and I transferred with HQ & Support Company’s on board the LSL Sir Galahad to Bluff Cove closer to the front line. On the 8th

of June we were attacked by several Argentine Skyhawk jets with the loss of 48 personnel killed and a further 150 or so badly injured.

In the ensuing chaos those of us that were able became first aiders desperately trying to save as many lives as we could with little or no medical equipment and eventually evacuating casualties onboard the ship as best we could. Fortunately, nobody in the pay team was killed but our Paymaster was badly burned.

I thought that was the end of the war for me, but I was evacuated back to San Carlos by Sea King helicopter until hostilities ended, re-equipped and sent back ashore. After the war ended, we were involved in securing Port Stanley, including guarding General Menendes before eventually repatriating 5,000 POW’s back to Puerto Madryn on board the SS Canberra.

Once we returned to the Falklands, 3 Commando Brigade (Para’s and RM) returned to heroes welcome whilst the remainder of us stayed in Port Stanley to begin the clean up activity and secure the Islands.

We eventually slipped out of Stanley mid-July on board the MV St Edmund and arrived back via Ascension and Brize Norton on 29th July.... To use a cliché, we left as boys, but returned as men.



Port Stanley Airport

Ex-WOII Keith Foley RAPC attached 2nd Bn Scots Guards

1982 I was the Div 2 in the Pay Team of 2nd Battalion Scots Guards. In May we embarked, on Queen Elizabeth 2, and headed South. We transferred to the Canberra, at South Georgia, and eventually landed at San Carlos. I remained at San Carlos, with the Battalion Echelon, for the whole of the conflict. After the surrender we were moved to various parts of the Islands, and I was with Battalion Headquarters at Port Howard in West Falkland.

It was decided to send a small advance party back to UK by air and I moved with this party to Port Stanley. We went to Port Stanley airfield every day, waited around until told we would not be flying that day. After about a week I decided to draw cash from the Field Cashier and pay the party. I was walking along Port Stanley harbour front when I met the Field Cashier (Captain David Case) and his Staff Sergeant who told me I could not have any cash but to come with them to the ferry St Edmund where we would pay Argentine prisoners of war.

We were briefed by a Welsh Guards major who was commandant of the ship. We were told to be polite at all times and to address all Argentine officers as sir. I think there were 400 officers and 150 soldiers. We paid out using acquittance rolls, completed in red ink, and everyone was paid £8 in sterling.

One officer put his £8 in an envelope, sealed it, and asked me to post it. The envelope was addressed to The British Society for Leprosy Relief. We split the soldiers into three parties and had three pay parades. We made sure that all three of us were present when General Menendez was paid.

We wondered when the Corps last paid prisoners of war. A few days later we boarded a Hercules for Ascension Island then a VC10 for Brize Norton.



Canberra at South Georgia

THE ROYAL ARMY PAY CORPS ASSOCIATION



The RAPC Regimental Association takes great pride in remembering those members who served with such distinction during the Falklands conflict and continues to support them and the wider RAPC family.



We are proud to support the 40th Anniversary

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FALKLAND ISLANDS CAMPAIGN - RAPTC INVOLVEMENT

To mark the contribution that members of the Royal Army Physical Training Corps made to OPERATION CORPORATE in 1982, the highly successful Falkland Islands Campaign of 40 years ago, reprinted below are extracts from the articles that were written for the Corps Journal by those involved.

Sgt Instr (SI) 'Ray' Butters APTC - 3rd Bn The Parachute Regiment

'The Battalion was on board the SS Canberra for a total of six weeks and we continued to train up to three days before the assault at Port San Carlos, as this was the period of cross decking to the Landing Ship HMS Intrepid. Training during the final week was helpful in eliminating tension and in generating a tremendous team spirit. I would also like to mention the attitude of the Commanding Officer and the Second-in-Command which was one of true professionalism.

This spread throughout the whole Battalion right down to the last man. The only questions were: How Long? How Fast? How Many? The soldiers did not need any form of motivation. One of the happier moments, occurred when we were advancing down the Main Street of Stanley (the COs Group 3 Para, had developed a sprightly trot, with most of the Argentineans running ever faster the other way) when the Commanding Officer called halt, or someone said: "That's enough for today". I had just got the tea on and sat back thinking well that's it, I'm the first Corps man into Stanley, not bad, when to my amusement and astonishment, around the corner walked SSI Peter Harburn APTC the 2 Para Corpsman, who promptly informed that he had arrived two hours ago... I was 2nd again!



The 2 PARA PT Staff en route to Goose Green

SSgt Instr (SSI) Peter Harburn APTC - 2nd Bn The Parachute Regiment

'For the lads of 2 PARA there was not much time for preparation as the Battalion were going to Belize for a six-month tour. The advanced party were already in Belize and they were recalled to Aldershot where they exchanged warm weather kit for cold weather kit.

The voyage down to the Falklands took one month on board the North Sea Ferry MV Norland and there were eight lessons of PT a day to get through besides other lessons of weapon training, first aid and learning Spanish. After the initial landings at San Carlos 2 PARA set up defensive positions on Sussex Mountain, which was climbed at a very fast pace after our landing from MV Norland. Throughout the campaign I had many jobs - Aircraft lookout, Defence Platoon Commander, Prisoner Handling, Ammunition Re-supply and the 2i/c's Bodyguard. After the actions at 'Goose Green' and 'Wireless Ridge' I was able to arrive in Port Stanley ahead of 3 PARA and there met SI 'Ray' Butters, who was convinced that he had got there first!

Sgt Instr (SI) B Durkin APTC - 1st/7th Bn The Gurkha Rifles

'It was eventually decided that as I am always waving my arms around at officers in the unit, in my efforts to promote P & RT, that I should become a helicopter marshal-cum-air traffic controller. After constantly waving my arms around for days (at helicopters, not officers), a new form of employment was found for me.

The secret had got out that I was in the RAPC before I transferred to the Corps, and so I became a pay clerk, assistant NAAFI Manager and bodyguard for the money on pay parade. This new job entailed trips to Port Stanley, where I bumped into (and fell over!) SSI Steve Peacock APTC attached to 1 WG. He had had quite a rough time, being bombed on the Sir Galahad. Apparently he had lost most of his kit during the bombing but was, naturally, more upset about losing his beret with his cap badge still firmly planted in it. This being the case, he had to resort to drawing a crown on his arctic hat and had sewn crossed swords on beneath it. (The Corps always finds a way). This meant that people would now stop mistaking him for a Welsh Guardsman, which pleased him no end'.

Seven APTC Instructors deployed with Task Force units:

SSgt Instr (SSI) D J Bell APTC, 2nd Bn The Scots Guards
 SSgt Instr (SSI) PL Doughty APTC
 SSgt Instr (SSI) W A Hanniver, 4th Field Regt Royal Artillery
 SSgt Instr (SSI) P Harburn, 2nd Bn The Parachute Regiment
 Sgt Instr (SI) R Butters, 3rd Bn The Parachute Regiment
 Sgt Instr (SI) B J Durkin, 1st/7th Bn The Gurkha Rifles
 Sgt Instr (SI) S Peacock, 1st Bn The Welsh Guards

THE ROYAL ARMY PHYSICAL TRAINING CORPS



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'A Healthy Mind in a Healthy Body'

We take great pride in remembering those who served during the Falklands Conflict



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APPROACH to STANLEY

Mount Kent, Mount Harriet, Two Sisters, & Wireless Ridge 11th -14th June

The British forces on the Falkland Islands were now in position. More importantly, due to a heroic effort on the part of the logistics teams, so were their ammunition, food and stores. 3 Commando Brigade were to take the first three objectives, Two Sisters, the mountain directly in front of Mount Kent that overlooked the end of the valley, was to be the target for 45 Commando.

Also moving into battle this night would be 3 Para, the first to go, aiming to take the huge, imposing Mount Longdon to the north, and 42 Commando, yomping from Mount Kent to the south-east to attack the jagged peak of Mount Harriet. Timing of the attacks was essentially tight, as the three targets could mutually support one-another, and rain fire down on the British troops on the other mountains. A large number of patrols and reconnaissance missions had been carried out to support the advance, most of the Argentine positions had been plotted and the artillery and support fire had been laid on. All of the attacks were planned down to the last detail.

42 and 45 Commando

The commanders of 42 and 45 Commando had asked for a later start time than 3 Para's attack on Mount Longdon, because due to the nature of the mountains they were assaulting, they wanted the final fighting and consolidation of their positions to be in the half-light of the period just before dawn. X Company, though tired after their difficult march, started their assault on the mountain only ten minutes after they arrived at the start point. Due to the delay of X Company, Y and Z Companies had to wait for a long time at their respective start points. They were then ordered to start their attacks at the same time as X Company's so this meant that the main attack did not have the benefit of the fire support base that X Company was to have established on the higher peak. The idea was that Z Company would attack the peak and then, when this was secured, Y Company would come through and hook left round the back of the peak and attack the final objective, the support positions on the downslope. Z Company set off with Second Lieutenant Paul Mansell's 7 Troop to the left,

Lieutenant Clive Dytor's 8 Troop to the right and 9 Troop bringing up the rear, Y Company followed them. The two leading troops advanced to within 400 yards of the top of their objective without being detected and some of the Marines were thinking that the enemy had left the mountain. At this point they spotted the enemy on top of the objective, then one of the Argentinians lit a flare and threw it downhill. At that moment, both sides opened up on each other. The fire fight lasted about an hour, but most of the Argentine fire was going over the heads of the Marines as they were in the 'dead ground' below the peak. Unfortunately the Argentines were well dug in, so the fire from the Marines was not having much effect either. Argentine mortar and artillery fire then started to land amongst 7 Troop before it moved further down to land among the men of 9 Troop. Several men were wounded and one was killed by the mortar fire, effectively taking the Troop out of the fight. Lt Clive Dytor, OC of 8 Troop, broke the deadlock by quite simply charging up the hill. Thusly, charged up to the top and took the objective, amazingly with only one man injured from grenade splinters. Lt Dytor was awarded the Military Cross for his astounding bravery in breaking the deadlock on the peak. Y Company then started the final assault. The head of the valley was in British hands.

Captain Peter Babbington's K Company

In the last land action to take place during the night of 11/12 June, 42 Commando attacked Mt Harriet. This was a different proposition in many ways to the other mountain defences. The mountain was defended in depth with nine minefields to the south and west protecting the long, open approaches, and well sited firing

The Blues and Royals along with the Milan platoon, provided vital covering fire for 2 Paras assault on the North Spur Wireless Ridge (Apple Pie).

Following lessons learned at Goose Green additional support was available from artillery, mortars, machine guns and even HMS Ambuscade. Despite the attack being conducted at night, with frequent snow flurries, and minefields, all the objectives were taken, and at first light the road to Port Stanley lay open and unopposed.

positions in the hard, jagged rock that made up the slopes to the peak. A flanking attack was planned, possibly because a route around the southern flank had been discovered through the minefields. Captain Peter Babbington's K Company would attack the eastern end of the mountain, then one hour later L Company would attack the western ridges moving on to take Goat Ridge after the whole of Harriet had been secured. J Company would stay as a reserve on Mt Wall and act as a diversion, making as much noise as possible.

'Vesuvius'

After dark on the 11th June K and L Companies set off for the start line. They had to march eight miles from Mount Wall to the start line in a southerly arc across very open ground. Because this ground was in full view of the Argentine positions, the march had to be made as stealthily as possible. At 2200 hrs the code word 'Vesuvius' was transmitted and the battle begun. J Company on Mount Wall started firing onto the forward slopes of the mountain as a decoy, which they carried on for the whole battle, and K Company left their start line. K Company advanced with 1 Troop to the left, 2 Troop to the right and 3 Troop to the rear, leaving a Company frontage of 150 metres. They moved in total silence and covered 700 metres before 1 Troop engaged the enemy. Since the news of the battle and the fall of the eastern end of the mountain was now with the

Argentine commanders, they ordered their artillery to fire on the mountain using the fire as an aiming point. British and Argentine shells fell together, causing casualties and confusion on both sides. K Company captured most of their objective without any further casualties. They then had to cross a saddle, which was part of L Company's objective, to reach and secure the first part of the next ridge.

Corporals Newland, Eccles and Ward

In another example of the inventiveness and initiative of the average Royal Marine, Corporals Steve Newland, Mick Eccles and 'Sharkey' Ward worked together to take out the machine gun. Cpl Newland shot the machine gunner with excellent marksmanship, before he was shot in the legs by a second rifleman behind the gun position as he moved forward to take advantage of the temporary lull in the firing. Cpls Eccles and Ward then fired two 66 mm rockets with great accuracy into the bunker, and moved forward rapidly until they were standing against the rock face directly below the Argentine position. They were ready to back up their earlier attack by throwing grenades into the bunker, when Lieutenant Heathcote, the Troop Commander, and a machine-gunner, Marine Barnett, arrived and called on the Argentines to surrender. All three of the Corporals were awarded the Military Medal for their quick thinking and tremendous courage.

K Company

3 Troop then pushed forward, taking out positions with 66 mm anti-tank rockets and phosphorous grenades. They moved through the Argentine Regimental Aid post and reached the Company boundary after six and a half hours fighting. Just beyond the boundary was the Argentine Command post, so 3 Troop took up positions and fired on the CP. The Commanding Officer was not there, but the enemy who were present surrendered en masse. K Company had now taken its entire objective, with only one Marine killed and nine injured. L Company was advancing up

the eastern half of Mount Harriet with 4 Troop to the left, 5 Troop to the right and 6 Troop to the rear. As they departed their start line one hour after K Company the element of surprise was lost and they came under heavy fire after only 200 metres. They called for Milan support and then pressed on. They slowly moved up the mountain through the maze of rock gullies and outcrops and took out six machine-gun positions en route. L Company finally took their objective after five hours of heavy fighting, suffering 11 wounded but none killed, a testament to the skill with which they moved and fought in the rough terrain.

Mount Harriet

L Company then moved to take Goat Ridge to the north of Mount Harriet, a long tall feature dominating the centre of the valley and the approaches to Mount Tumbledown. As they did so they came under fire from a small rocky outcrop. They withdrew and called artillery fire onto the enemy position. L Company then moved forward again and found that the enemy had withdrawn and Goat Ridge was unoccupied. Mount Harriet and all the objectives was taken with only 2 British fatalities and 26 wounded, the other fatality was from enemy artillery fire. Fifty Argentines died and 300 prisoners were taken in what amounted to a textbook operation, brilliantly planned and executed with discipline and determination over steep, rough and well defended ground. The last objectives surrounding the capital were about to be attacked, and the final battle was about to begin.

The Final Battles

2 Para were then given the task of assaulting Wireless Ridge on the night of the 13/14 June, at the same time as the Scots Guards were to be attacking Mount Tumbledown. It was the last Argentine position of any strength on the north side of Stanley. The plan was to attack the northern flank of the ridge. The support units included two Batteries of artillery, or five in total if the situation became desperate, HMS Ambuscade, 3 Para's mortars as well as their own and they had two Scorpion and two Scimitar tanks

of Lieutenant the Lord Robin Inness-Kerr's troop of the Blues and Royals. This last unit was to play a large part in the forthcoming battle. Lieutenant Colonel David Chaundler had conducted a recon with his Company Commanders for the forthcoming attack from the top of Mt Longdon during the afternoon of 13th June. After the experience of Goose Green, it was re-assuring to the soldiers of 2 Para, now preparing for their second major engagement, that nothing was to be left to chance. This turned out to be fortuitous, since on closer consideration Major Dair Farrar-Hockley observed that a feature reported to be occupied by 3 Para in fact appeared still to be held by the Argentinians. A rapid change of the plan was then agreed, which called for D Company to attack this position first, from where they would be able to take a wide hook round to the west to get on to the main spine of the ridge. Meanwhile, together, A and B Companies would attack the main enemy position protecting the northern flank of the feature. From there, with the troop of Scorpion and Scimitar of the Blues and Royals, they would be able to provide direct fire support to D Company who would then roll up the 3 kilometre long main spine of the ridge believed to be held by up to 2 companies, from west to east. All positions were to be subject to intensive artillery bombardment before each attack – a plan for a classic manoeuvre battle with all arms support.

Wireless Ridge

At 2030 hrs local time 2 Para left their assembly point and moved to their start lines. After half an hour's artillery fire on the enemy positions, Major Philip Neame's D Company left their start line at 2145 hrs. The tanks helped the Company by locating enemy positions with their more sophisticated night-sights and firing on them. This fire was then used as a pointer by the troops, meaning that there were no nasty surprises waiting for them in the dark terrain. Under this superior fire power, several of the Argentines were killed and the rest of the under strength enemy Company from the first hill position retreated. It was taken with no British casualties.

Wireless Ridge was taken with no British Casualties.

Image copyright © Jeremy Richards - stock.adobe.com



The Argentinians responded to this attack quickly with heavy artillery fire just as A and B Companies moved from their start lines. One Paratrooper, Colour Sergeant Gordon Findlay, was killed in the shelling. Again, the devastating combination of artillery, tank and machine gun fire as the Paras advanced persuaded most of the enemy to retreat, so the second objective was taken with little of the close fighting that had characterised the Goose Green battle, and 37 prisoners were taken. The northern half of Wireless Ridge was now in British hands, with one death and surprisingly few injuries. The plan, though ambitious, was working very, very well. C Company, which had remained at the start lines, now moved round to a small hill next to the Murrell river, known to be occupied by Argentine troops.

A busy night for D Company, 2 Para

D Company, meanwhile, had hurriedly moved off their first position to avoid heavy Argentinian artillery fire, and were sheltering from flurries of snow at their start-line on the western end of the

42 Cdo Memorial, Mount Harriet.



long main spine. With the fire support now available to them, they quickly moved off, and with the artillery laying down devastating fire just ahead of them, they took the first feature of the spine unopposed, but with plenty of evidence of hasty departure by the enemy.

They arrived at a rocky knoll overlooking the final kilometre-long part of the spine, which was still clearly strongly held and directing fire towards B and C Companies with some determination. Neame called for the artillery to switch to this final target, but it emerged that the gunners had not in fact adjusted it during the previous day, and the entire fire mission instead fell among D company, causing one fatality, bringing their momentum to an abrupt halt. As the gunners tried to adjust on to the correct target, further difficulties ensued as guns slipped out of alignment in the soft ground and began to scatter shells towards B Company.

Counter-Attack

After a long and anxious delay, with only 4 guns out of the expected 12 able to engage, D Company decided to attack, before the light tanks of the Blues and Royals, who were doing a sterling job in compensating with direct fire, began to run out of ammunition. As they closed, they were met with withering fire from the Argentinians, inflicting 2 further injuries. For a brief moment, D Company's momentum faltered, but with no cover available, there was no choice but to push on. The collective surge that followed seemed to convince the Argentinians that the men of D Company truly were unstoppable, and again they began to flee.

The rest of the ridge quickly fell. By now, Tumbledown, which dominated Wireless Ridge, should have been in British hands, but the Scots

Guards were still slogging through determined opposition. An extremely uncomfortable 2 hours now followed for D Company, subject to heavy artillery fire from Stanley, raked by machine gun fire from Tumbledown, and repelling two counter-attacks from the direction of Moody Brook with hand grenades and small-arms. Finally as day broke however, Tumbledown fell, the enemy guns were silenced by attack helicopter, and the men of D Company, who had taken so many of the casualties at Goose Green, were able to savour the wonders they had worked during a long night.

Backs to the Sea

After lying up for the previous day on Cochon Island in Berkley Sound, four Royal Marine rigid raiders came round to Blanco Bay following in the wake of the Argentine hospital ship Bahia Pariso on their final approach. Here they met the SAS and SBS men who had been landed earlier by helicopter before reaching the bay on foot. Most of the men were left at Blanco Bay to set up a fire-support base, but a small party of men returned to the raiding craft and sped across the water.

The idea was to land on Cortley Ridge, attack any enemy found and blow up fuel storage tanks located there. All the raiding craft reached the far shore safely, despite one losing its propeller, where they were abandoned. The mixed team withdrew into the hills where they were collected the next day by helicopter. The high ground had all fallen to the advancing British, the Argentinians had their backs to the sea, and only the capital, Stanley, remained unliberated.

Source: Essential Histories, The Falklands War 1982. Thanks to Lt Col (ret'd) Philip Neame (OC, D Company, 2 Para) for his advice and input.

THE QUEEN ALEXANDRA'S ROYAL ARMY NURSING CORPS



The QARANC and the Falklands Conflict

During the Falkland Islands Campaign only male nurses, who at that time were in the RAMC, served in the land conflict. All conflict brings disruption, damage, and disorganisation. Once the land conflict was over rebuilding commenced. Central to that rebuild was the need to ensure those involved, and the population, were provided with a well organised and professional hospital. This involved the QARANC being despatched to provide care.

Today, The Corps and the QA Association continue to provide healthcare and benevolence to soldiers, civilians and veterans, worldwide.

Sub Cruce Candida

THE QUEEN ALEXANDRA'S ROYAL ARMY NURSING CORPS ASSOCIATION

Patron: HRH The Countess of Wessex GCVO



The Association is Proud to Support the 40th Anniversary of the Falklands Conflict

www.qarancassociation.org.uk



Supporting the right of Falkland Islanders to decide their own future

The Falkland Islands Association brings together those who support the freedom of the people of the Falkland Islands. In this year, the 40th since the conflict of 1982, the work of the Association is as important as ever because the Argentinian claim to the Islands continues relentlessly.

To join or learn more go to: www.fiassociation.com



Photo: Zoran Zuvic

The result of a Referendum in 2013 was that 99.8% voted to stay British



message from

Admiral the Rt Hon Lord West of Spithead GCB DSC PC

Commanding Officer of HMS Ardent in 1982

Operation Corporate or the Falklands War was an amazing Feat of Arms. It was a maritime operation that many thought impossible and indeed could only have been conducted by the UK or US the two nations in the world that had carriers, numerous escorts, amphibious capability, afloat support and a large merchant marine.

Winning meant the people of the Falkland Islands were freed from a foreign yoke and allowed to exercise the right, recognised by the UN, of self-determination. The repulsive military junta in the Argentine collapsed giving that nation hope for the future. The Soviet Union was shocked at the capability of what they had seen previously as a paper tiger in military terms and it can be argued was one of the factors that helped precipitate its collapse. The UK as a nation had a renewed feeling of self confidence after years of decline.

What must not be forgotten is that this was only achieved by the sacrifice of many. Such is the reality of war. A question often asked is whether there is such a thing as a just war. Certainly this came close to it.

I will never forget my boys who gave their lives aboard my ship or my friends who died or the others who made the supreme sacrifice. We should also never forget those who suffered life changing injuries be they physical or mental or the next of kin.

Those that took part should stand tall and be proud of their achievement.

Admiral the Rt Hon Lord West of Spithead GCB DSC PC

2022

The final image of HMS Ardent taken before the 21 May 1982, photographed from the troop ship S.S. Canberra south of Ascension Island whilst conducting a fire power demonstration to embarked troops.

The HMS Ardent Association at 40

hmsardent.org

The HMS Ardent Association was born out of conflict with the loss of HMS Ardent after intense Argentine air attacks during the Battle of Falkland Sound on 21 May 1982. HMS Ardent provided the Naval Gunfire Support that destroyed and pinned down the Argentine Pucara Ground Attack aircraft based at Goose Green airstrip. This was where the Argentines held their principal stores of napalm bombs that the Argentines planned to deploy against the British landing troops. The ITN reporter Michael Nicolson praised HMS Ardent for this successful mission: "I must pay tribute, public tribute, as certainly, the troops would wish us to, to the crew of Ardent, the frigate that went down sunk last night. They had a gun line over the British landing troops. They had to stay in position, or else the troops were totally unprotected. Ardent was in a totally vulnerable position in the sound, could not move, did not wish to move. Without Ardent, they could not have got ashore; had they got ashore without Ardent, they could not have stayed protected ashore. So, let's just make that tribute very public."

Twenty-two members of the HMS Ardent crew were killed in action that fateful day, the single most loss of life for any Royal Navy ship during the Falklands Conflict.

The idea for the HMS Ardent Association started the day after the ship was sunk when the surviving crew were on board the S.S. Canberra. In the HMS Ardent temporary office, a hairdresser's salon, two senior Rates, Lenny Yeatman and Tony Ray, hatched the idea of an Association. Their vision was to foster and promote the name ARDENT and provide a focal point to remember our fallen crewmates. By the time the crew reached home, courtesy of the luxury cruise liner Queen Elizabeth II, everybody's contact details had been collected, and the Association was born. Lenny and Tony kept the helm of the Association for the first 20 years before handing over the stewardship to a new team in 2002.

Today the name ARDENT lives on at the Royal Navy Sea Survival centre in Portsmouth, a training accommodation block in HMS Raleigh and in 2021, the new Type 26 Frigate build programme building at BAE Systems Scotstoun was named the ARDENT building. In addition to this, in 1982, the Bollington & Macclesfield Sea Cadets named their unit T.S. Ardent and have been a part of the HMS Ardent Association family ever since. The HMS Ardent Association has met every year since 1982 to remember our fallen shipmates and gather as an extended family to support and celebrate the name ARDENT. Also in attendance at milestone years is our Patron HRH, The Duchess of Gloucester GCVO. The Duchess launched HMS Ardent in May 1975 at Yarrow Shipbuilders yard in Glasgow, Scotland. Unfortunately, because of the COVID pandemic, the Association could not physically meet in 2020 and 2021, so conducted virtual reunions for both years. This allowed contributions from the Royal Navy in the Falklands, Portsmouth, and HMS Raleigh Hanson division in Plymouth to be part of the reunion weekend for the first time.

Hanson division was created by HMS Raleigh in 2014 in honour of Acting Steward Shaun Hanson, who died whilst administering first aid to another badly injured member of the HMS Ardent crew. HMS Raleigh wanted the name of someone who the trainees could relate to and who demonstrated "...the core values we instil in the recruits, of courage, commitment, discipline, respect, integrity and loyalty. Shaun Hanson was the ideal candidate, and as a division, we are very proud of our association with him."

As both the country and the HMS Ardent Association look back at the forty years since the 1982 Falklands Conflict, we can do so with pride. Today Falkland Islanders are allowed to live under the government of their own choosing. And for the HMS Ardent Association, another mission has been delivered successfully. As hoped by Lenny and Tony, back in 1982, the name ARDENT lives on throughout the Royal Navy and the extended family that has grown out of the yearly reunions



HRH, The Duchess of Gloucester GCVO with the HMS Ardent Association president, Admiral the Lord West of Spithead and Lady West with cadets from T.S. Ardent.



The HMS Ardent memorial anchor at the National Memorial Arboretum dedicated on 21 May 2015 in the presence of HRH The Duchess of Gloucester GCVO the Association Patron.

and events remembering our fallen shipmates. Through the work of the Association, there is an ARDENT memorial anchor in the National Memorial Arboretum. The Falklands Maritime Memorial in Plymouth was funded, designed, and erected by the HMS Ardent Association in 1988. In addition, our extended family has placed numerous memorials for our fallen shipmates around the country and on the Falkland Islands.

The HMS Ardent motto is "Through Fire and Water", which means "to experience many difficulties or dangers to achieve something". The HMS Ardent Association has achieved this with our ongoing mission to remember and celebrate the lives of our fallen shipmates. We will always remember them, as we have for the last forty years, the next forty years, and hopefully beyond.

Images Credit and Copyright: HMS Ardent Association



T21 WARSHIP'S MEMORIAL

Falklands-based sailors tidied up the monument to crews of Type 21 frigates ahead of 40th anniversary of the conflict

A team of seven personnel who support UK operations in the South Atlantic climbed Campito Hill which dominates nearby San Carlos Water - scene of several days of bitter battle between the liberating fleet and Argentine aircraft in May 1982.

The summit of the now-calm waters is crowned by the Type 21 Memorial, honouring frigate crews whose ships formed a ring of steel around the amphibious forces landing men and material at San Carlos.

HMS Ardent was bombed repeatedly on the first day of the landings and eventually sank, while the demise of *HMS Antelope* - torn apart when attempts to de-fuse an unexploded bomb detonated it - provided some of the most haunting, iconic imagery of the war.

Those killed are commemorated in a memorial typical of those which pepper the Falklands: a rocky cairn crowned with a cross, plus a plaque honouring the fallen.

"After seeing the iconic pictures of *HMS Antelope*, I was proud to go and remember those who were lost during the conflict and I felt it was important to see the area and feel the history," said Leading Writer James Yates.

The team performed routine maintenance on the remote memorial, cleaned the plaques and replaced wreaths that had been dislodged by the elements. They also found several items that had

been left by previous visitors and ensured they were returned to their original place on the memorial.

"Looking at the various trinkets, plaques and a bottle of rum left for shipmates lost, shows the Naval character, pride and comradeship that always follows us wherever we go," James added.

Work done, the sailors unfurled a White Ensign and held a short service of remembrance. The flag has now been flown back to the UK and presented to *Antelope's* Commanding Officer, Captain Nick Tobin, who received it from Fleet Commander Vice Admiral Jerry Kyd.

"I shall treasure the ensign and am most grateful to all those servicemen and servicewomen involved," Captain Tobin said.

Article reproduced courtesy Navy News.



Images (from top to bottom)

- 1) Sailors unfurl the White Ensign along the T21 memorial
- 2) Fleet Commander Vice Admiral Jerry Kyd presents the White Ensign from the T21 Memorial to Captain Nick Tobin
- 3) HMS Antelope's magazine detonates
- 4) Sailors pay their respects after tidying up the Memorial.



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RAF REGIMENT IN THE FALKLANDS CONFLICT

40 YEARS ON



by Wing Commander Martin Hooker
MBE RAF Regt (Retd)
Past Regimental Secretary, RAF Regiment

When elements of the RAF Harrier Force were sent to provide Close Air Support to 5 Infantry Brigade, it was natural that No63 Squadron RAF Regiment, the Rapier short-range air defence squadron based with RAF Germany's Harrier's Force at RAF Gütersloh in Germany, should have been selected to provide for its defence. However, the Squadron - which was on a distant deployment exercise at the time - was stood down initially from the Operation, only to then find itself a few days later embarking at Southampton on 12 May 1982.



RAF Regt Gunners provide All-Arms Air Defence on board QEII.

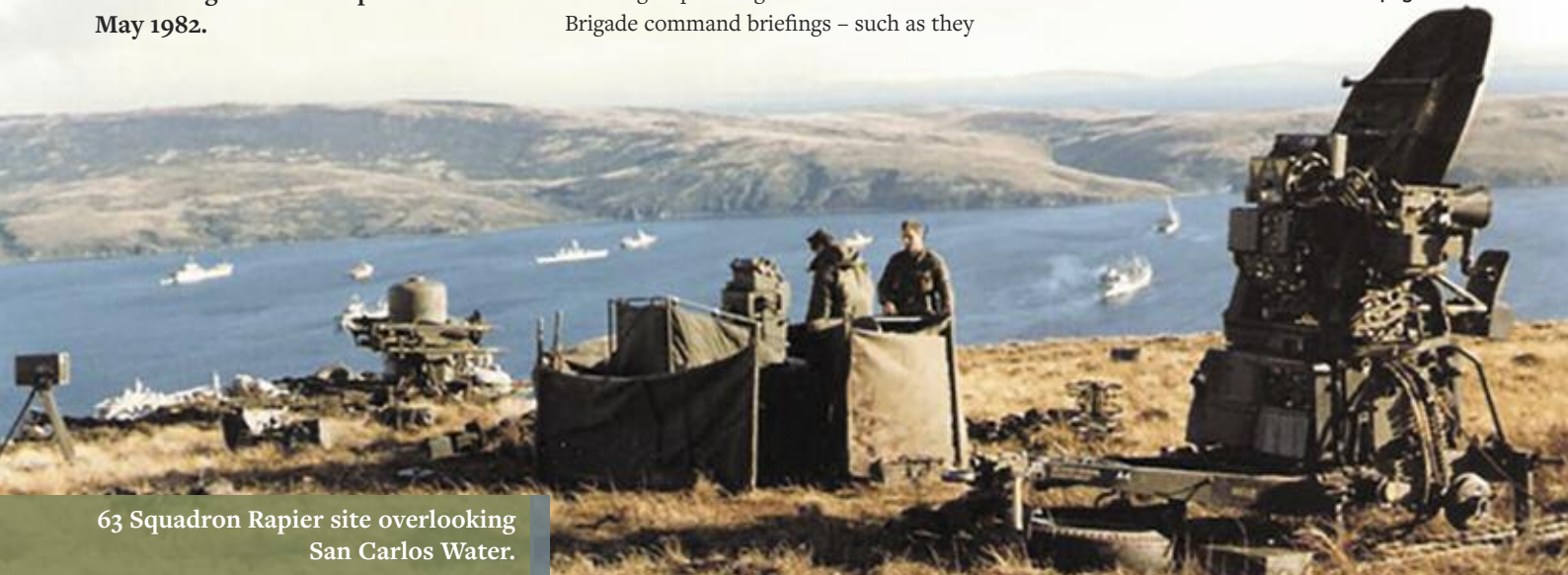
The Squadron was to be scattered over no less than five ships; *RMS Queen Elizabeth II*, *MV Atlantic Conveyor*, *MV Norland*, *RFA Stromness* and *SS Canberra* for the journey south, which was a story in itself. While the main equipment remained on *MV Atlantic Conveyor*, the personnel on board *RMS Queen Elizabeth II* cross-decked at South Georgia onto three separate ships - *SS Canberra*, *RFA Stromness* and *MV Norland*.

With the Squadron spread to the four winds and with no communication possible between its various key elements, little meaningful planning could be done and Brigade command briefings - such as they

were - lasted mere minutes in most cases and were devoid of mission essentials for the Rapier deployment.

The Squadron arrived eventually at Port San Carlos over the period 1-3 June. The widely dispersed nature of the Squadron denied the Squadron Commander and his executives any control over the order that the Squadron went ashore at Green Beach. Thus the entire complement of unit vehicles and equipment was dumped unceremoniously and in the wrong order either side of the track leading away from the beach. Other members of the RAF Regiment - embedded

continued on page 188



63 Squadron Rapier site overlooking San Carlos Water.

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OF THE FALKLANDS CONFLICT**

and remembers with pride its on-the-ground participation in the Conflict of 1982 with its provision of Force Protection of the Harrier and Helicopter Forces, and its Rapier ground-based air defence at Port San Carlos, RAF Stanley, Mount Pleasant Airfield and, ultimately, RAF Mount Pleasant from June 1982 until October 2006, a total of over 24 years.



The Corps salutes those of the Task Force who were injured, and those who paid the ultimate sacrifice, in the Liberation of the Falkland Islands from the Argentinean Occupation in 1982.

Celebrating, in 2022, the 80th Anniversary of the Corps' founding by the Royal Warrant of His Majesty King George VI on 1st February 1942.

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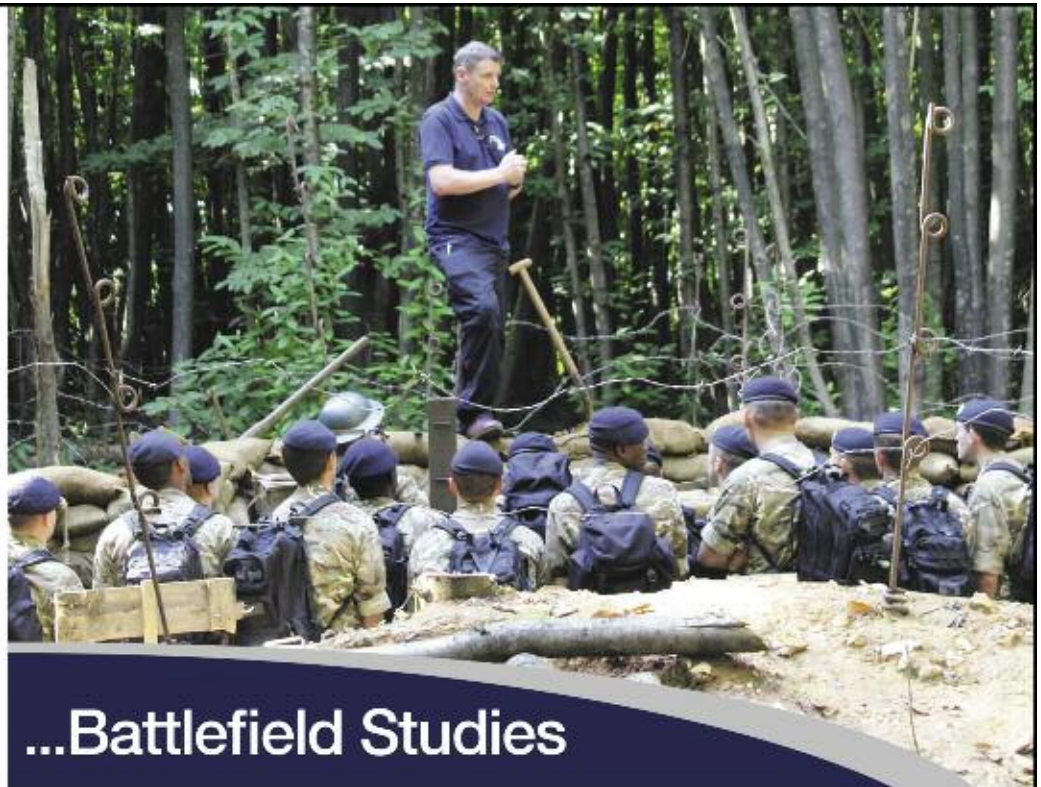
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Harriers on the airstrip at Port San Carlos with the sole surviving Chinook helicopter.

in other RAF units such as 18 Squadron (Chinooks) – had been in theatre earlier, but the Squadron was the first RAF Regiment formed unit on the ground.

Despite the established protocols and extensive training undertaken beforehand, reality dictated that formal reconnaissance and planning was impossible. Once fully ashore, the Squadron deployed successfully to eight Rapier sites, six of which were only accessible by helicopter. A short-range air defence engagement zone (SHORADEZ) was then established around the Harrier Forward Operating Base, together with entry-and-exit procedures for the RAF and RNAS Harriers.

Unlike the Army Rapier unit, the Squadron's *Blindfire* engagement capability enabled it to provide air defence 24 hours a day and in all weathers. With the fall of Stanley on 14 June, the Squadron was ordered to redeploy and establish a SHORADEZ at the newly established RAF Stanley airfield at the end of June.

BLACK EAGLE CAMP

This time, the well-practiced redeployment procedures worked like clockwork and the Rapier systems were up and running rapidly and effectively at Stanley, based at what became known as Black Eagle Camp (named after the 63 Squadron badge centrepiece).

With the declared end of hostilities, operational routine kicked in and the Squadron settled into its role, mindful of the fact that rogue Argentinean attack aircraft still posed a viable threat, a situation that remained for some years afterwards.

As the weeks passed, fresh army units arrived to relieve those who had been there since the amphibious landings at San Carlos. As winter set in, the weather deteriorated dramatically which posed its own challenges for the deployed squadron. Fresh food rations and local 48-hour Rest & Relief sessions on board a ship in the harbour



The RAF Regiment FIMC plaque at Pangbourne College.

helped but, with no return date on the horizon, the mantle of the *'forgotten squadron'* became all too evident.

END OF AN ERA

When the Squadron was finally relieved in mid-September, it had spent three weeks at sea, four weeks fully deployed 24/7 at San Carlos and ten weeks fully deployed 24/7 at RAF Stanley. No63 Squadron RAF Regiment was, in fact, the longest serving and last unit to have fought in the Falklands Conflict to return home to RAF Gutersloh. However, it was to be another 24 years until the final RAF Regiment Rapier unit left the islands in October 2006, having provided the uninterrupted air defence of RAF Stanley and then Mount Pleasant Airfield for over 24 years. The end of an era, begun in the heady, jingoistic days of May and June of 1982.



The last members of 63 Sqn arrive back at RAF Gutersloh on 15 September 1982.

Further details about the RAF Regiment's involvement in Operation CORPORATE may be found in the book "Black Eagle in the Falklands (1982)" by the Officer Commanding 63 Squadron at the time - Ian Loughborough, published in 2021 [ISBN 978-1-3999-0304-2]. For more details about the book email: falklandsblackeagle@gmail.com



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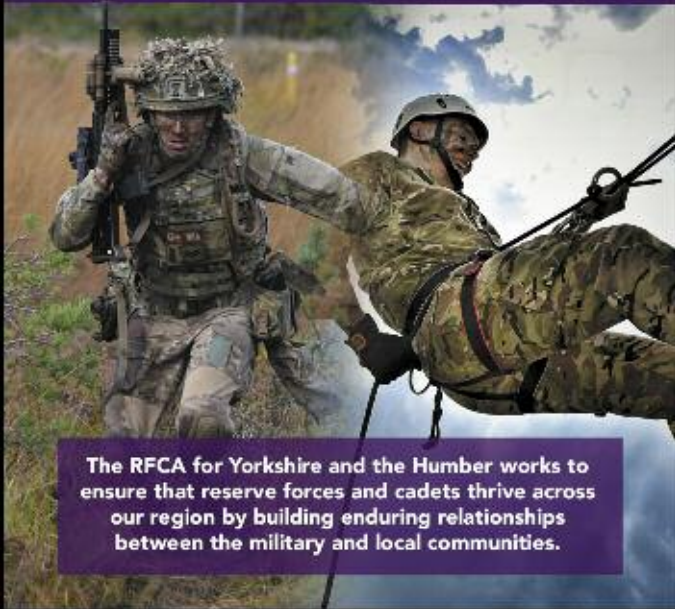
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message from

Air Chief Marshal Sir Andrew Pulford GCB CBE DL

In 1982 I was an RAF exchange helicopter pilot with the Royal Navy's Commando Helicopter Force.

The events that followed were life changing. I had a rapid deployment to Ascension by air with our aircraft then embarking in RFA Tidespring to join the South Georgia Task Group. The reality and risk of live operations with the loss of our aircraft, but thankfully no lives, following crashes on Fortuna Glacier. Three weeks guarding and transporting the Argentine garrison to Ascension before yet another sail south, this time with the Task Force for company. Exocet attacks, bomb alley and the exacting flying during the push to Stanley. The Casevac and Medevac flights that provided stark exposure to the true realities, and cost, of war. And finally the elation and relief of victory and peace.

Those hectic, traumatic weeks live on in my memory as if yesterday but it is the people that had the greatest impact. The friends on my flight, the professionalism of the various ships companies in which we embarked, and, of course, the grit, determination and sheer courage of those who fought the war on the ground. I have nothing but admiration for them all.

I returned from the Falklands older and a little wiser but also determined to live life to the full; there were many who did not return and we owe it to them to both remember and to make the most of what we have.

Air Chief Marshal Sir Andrew Pulford KCB CBE ADC RAF

2022



BRAVO NOVEMBER

THE SOLE SURVIVOR - 18 SQUADRON RAF

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By Wing Commander Andy Lawless RAF On 25 May 1982 Atlantic Conveyor, which was transporting 4 Chinook helicopters, was hit by an Exocet missile fired from an Argentine aircraft. The ensuing fire destroyed 3 Chinooks before Atlantic Conveyor sunk. Tragically Captain North and 12 personnel died. Fortunately Chinook "Bravo November" was airborne and the sole surviving Chinook recovered to HMS Hermes. On 26th May 1982, "Bravo November" was flown from HMS Hermes to the Falklands. "Bravo November" was met by a small detachment of No.18 ground crew at Port San Carlos. Ours was commanded by Squadron Leader Dick Langworthy. On strength were one Chinook helicopter, two four-man crews, nine technicians and ten men. All the spares, tools and servicing manuals had been lost aboard the Atlantic Conveyor.

This lone Chinook was the largest helicopter available to the British forces in the Falklands, capable of carrying about 10 tons. On 30th May, "Bravo November" was transporting ammunition to the guns in the forward positions, and returning Argentine prisoners (sixty at a time) from Goose Green to Port San Carlos. However, that evening the SAS discovered that the Argentine army had withdrawn most of its troops from Mount Kent. After dark, three Sea Kings from No.846 Squadron flew K Company of 42 Commando from San Carlos to Mount Kent while "Bravo November" carried 38 men and two 105mm guns in her cabin with a third 105mm gun under slung. Flying close to the ground with the aid of night vision goggles, Squadron Leader Langworthy and I flew "Bravo November" from Port San Carlos to Mount Kent in a half-hour flight through occasional snow showers which temporarily reduced visibility to almost zero. Upon reaching Mount Kent, which we had been led to believe was relatively flat, we found a sloping peat bog flanked by stone rivers on either side. "Bravo November" landed the under slung gun without any trouble. When we tried to land to unload the two guns carried in the fuselage the "Bravo November 's" back end sank into the peat so that the ramp could not be lowered. A new site was chosen and just as the guns were about to be unloaded by our crewmen Flight Lieutenant Tom Jones and Sergeant Gary Rogan; 22 SAS, covering the landing area, engaged a company of Argentine troops to the northeast. Unloading the guns continued despite the engagement and tracer fire flashing past. With the guns unloaded, "Bravo November" lifted off and started back to San Carlos, avoiding the enemy engagement. As "Bravo November" departed at low altitude, we ran into a dense snow shower lost all visual

references. If "Bravo November" had climbed to safety she could have been shot down by Argentine surface to air weapon systems. "Bravo November" descended and hit something, we were unsure if we had been hit by enemy fire. "Bravo November" had actually hit the surface of Estancia Creek one of the creeks west of Mount Kent at about 100 mph. The impact threw up spray which flooded the intakes of the two engines which lost power, simultaneously the hydraulic power helicopters controls failed, making it impossible to control the helicopter.

I jettisoned my door in case "Bravo November" started to sink. We both heaved on the collective levers and as the engines wound back up again "Bravo November" lifted and cleared the water. In the back of the helicopter, Tom Jones, lost his helmet and had been about to jump from the helicopter believing it to be breaking up. Gary Rogan had beckoned to him to put on another helmet and by the time he was on the intercom learnt that the helicopter was climbing and passing 1,500 feet. "Bravo November" set course for San Carlos and then I informed the rest of the crew that when I jettisoned my door all the maps and codes to prevent us from being shot down by our own forces had been lost out the door. "Bravo November" approached San Carlos with all its lights on and hoped that the Rapier missile defences would realize that no Argentine aircraft would dare to fly lit up. We stepped out of "Bravo November" and a careful inspection revealed little damage apart from my missing door and damage to the fuselage and the rear-loading ramp. On 2nd June, Bravo November" was commandeered while it was airlifting Argentine prisoners from Goose Green. Our other pilots Nick Grose and Colin Miller flew two companies

of paratroops from Goose Green to Fitzroy to seize the settlement as it had been confirmed that the Argentine troops had pulled out. Scout helicopters led "Bravo November" and its cargo of 81 paratroops. The Scouts left ten minutes before "Bravo November" and reconnoitred the immediate area. Despite being overloaded and encountering poor visibility, the Scouts met "Bravo November" about five miles west of Fitzroy and led her into land. The paratroops were landed and "Bravo November" returned to Goose Green to pick up a second load, this time of 75 paratroops which were landed near Fitzroy. On 8 June "Bravo November" assisted rescue operations when the Welsh Guards were bombed at Bluff Cove and flew many to the field Hospital at Ajax Bay. Two days later "Bravo November" flew 64 injured in one lift from Ajax Bay to The Hospital ship SS UGANDA. "Bravo November" continued bringing supplies and ammunition forward to support the advance on Port Stanley until the Argentine surrender on 14 June 1982.

From commencing operations until the Argentine surrender "Bravo November" moved 1,530 troops, 1600 tons of stores and 650 POWs. "Bravo November" hauled its loads until it was reinforced when four more Chinooks arrived aboard the Contender Bezant on 15th June 1982 the day after the white flag was raised in Stanley. On reflection a job well done by every member of our detachment. Thank you "Bravo November" for looking after us.

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message from

Commodore AJG Miller CBE RN

National President SAMA82

I write 40 years on from both the perspective of a survivor of the sinking of HMS COVENTRY and as President of SAMA 82.

SAMA 82 continues to thrive going from proverbial strength to strength, its membership growing and so much assistance being given to those that are in need. Links with the Falkland Islanders are closely cemented and thrive on the visits of returning veterans.

As for my survivors tale, I was in HMS COVENTRY, via INVINCIBLE and Ascension, having joined on the day that South Georgia was recaptured until the sinking of both the ship and then my life raft on 25 May. I returned with the QE2, arriving back in Southampton on 11 June.

The highlights I recall after three very close shaves: the calmness and self-control of the ships company as we abandoned ship and the immaculate, inspired leadership of our Captain, David Hart-Dyke. The latter's book "Four Weeks in May" is a must read and held onboard by our current Fleet and is presented by Commanding Officer as an award – the paperback version is on Amazon for about £7! I also recall the incredible support to our survivors from HMS BROADSWORD, the Royal Marine crew of LCU F4, sadly sunk a week later, thence from the Royal Fleet Auxiliary in FORT AUSTIN and STROMNESS and then last but not least a 29 knot return passage home with much Cunard nurturing from the QE2. My thanks to them all.

Another highlight is what I personally learnt from just a few weeks of intense conflict, learning from peoples fortitude, professionalism and composure in adversity that has stood me in such good stead ever since.

For those who did not return – We Shall Remember Them.

Commodore AJG Miller CBE Royal Navy

2022

Promoted Lieutenant Commander in May 1982, just before surviving the sinking of both HMS COVENTRY and his life raft, he moved on to be Operations Officer of the frigate HMS DANAE, deployed inevitably back to the South Atlantic. From 1985 he was in charge of Officer of the Watch training at HMS DRYAD until 1987 when he was appointed Second and First Lieutenant of HMY BRITANNIA which included a world circumnavigation for Her Majesty's visit to Australia.



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PANGBOURNE COLLEGE AND THE FALKLAND ISLANDS MEMORIAL CHAPEL

by Robin Knight

For the past 22 years, the memorial chapel at Pangbourne College, built to commemorate the 258 people who lost their lives in the recovery of the Falkland Islands by British forces after the Argentinian invasion in 1982, has been at the heart of national and commemorative events recalling the sacrifices involved in this short but bitter war and their lasting meaning.

Opened officially by Her Majesty The Queen in March 2000, the chapel, designed in the shape of a ship's hull and the result of a nationwide competition, from the outset has proved to be an impressive and attractive setting for every kind of event for all ranks of all the armed services. The College is proud to host such an inclusive place of worship in its grounds and, through its choir, pupils and staff, has supported many of its church services, fund-raising appeals and other activities. This link is no accident. The inspiration for the chapel arose from a project in 1992 by a Pangbourne parent, Patrick Robinson, to move a disused chapel to the College campus. Robinson had written a biography of the Task Force Commander Admiral Sandy Woodward, and Woodward suggested turning this chapel into a national memorial for those who died in the conflict. Many twists and turns followed, before a purpose-built chapel was completed seven years later. The College leased the land to the Falkland Islands Memorial Chapel (FIMC) Trust, and Woodward and the headmaster at the time, Anthony Hudson, led a fund-raising drive which raised the funds needed.

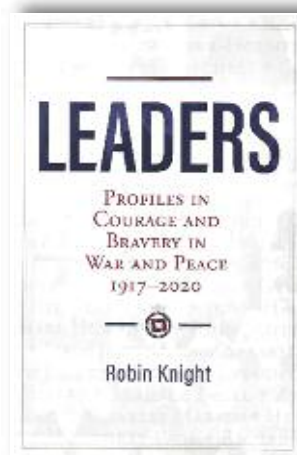
Pangbourne College had another reason to be involved. 51 Old Pangbournians had taken part in the war – in all likelihood, the largest number from a single school in the United Kingdom. Thanks to its naval origins as the Nautical College, Pangbourne, a majority of these OPs served in the Royal Navy, the Royal Marines or in commercial vessels taken up from trade; the iconic Canberra liner was captained by an OP, Dennis Scott-Masson. In addition, a number were in the Army. Thirteen were decorated. Two – Vice Admiral Sir Michael Layard and Rear Admiral Jeremy Sanders – became chair of the FIMC Trust.

Among the Army contingent, Mark Waring and Ivar Hellberg had prominent roles. Waring was a Lieutenant in 29 Commando Regiment Royal Artillery and led a gun group of 85 men and six 105mm light guns, responding to calls for fire when requested. During the conflict, this unit occupied six different gun positions, came under attack three times, fired 5,800 rounds and took part in battles at Goose Green, Two Sisters and Wireless Ridge. Nobody from Waring's unit lost their life. Waring now takes groups of serving RA personnel to the Falklands to ensure that operational lessons learned in the conflict are not forgotten.

Ivar Hellberg commanded the Royal Marines Commando Logistic Regiment. It loaded 17,000 tons of war supplies for 3 Commando Brigade. In total, about 1,000 soldiers came under Hellberg's command; six were killed. Supplying fuel to forward units of both 3 and 5 Brigade proved to be the regiment's greatest challenge given the tenacity of low-level Argentinian air attacks. Its duties reached a peak ahead of the assault on Stanley when everyone involved had to be

provided with two days' supplies of ammunition and food.

Today the Chapel is a living memorial, not least to the 460 boys and girls who attend Pangbourne College led by its present Head, Thomas Garnier, who once served in the Royal Navy, and to the wider Pangbourne community. By uniting the generations through the building's daily use by the school, and by the various commemorations staged in it, both the chapel and the College are ensuring that sacrifices made 40 years ago are remembered and remain as relevant as ever.



Robin Knight's latest book *Leaders: Profiles in Courage and Bravery in War and Peace 1917-2020* is available to buy from Pangbourne College. To order a copy, visit: <https://community.pangbourne.com/shop/>

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THE FALKLAND ISLANDS MEMORIAL CHAPEL AT PANGBOURNE

40 years have passed since the Falklands War of 1982. However, for those directly involved, the collective memory both of the events that took place to regain the sovereignty of the Islands and also of the 255 servicemen and three Falkland Islanders who tragically lost their lives is no less acute. The most important thing now is to remember them all and also to reassure the bereaved families that none of their loved ones will ever be forgotten. This is what the Falkland Islands Memorial Chapel at Pangbourne is all about. Every precious life lost in the 74-day war is commemorated therein, by stone inscription, in a memorial book and embroidered on kneelers. It is a place of peace and prayer, contemplation and sanctuary and therapeutic reunion for all the families and veterans affected by the war.

During the 23 years of its existence, the Memorial Chapel has grown in stature and popularity and has been host to many memorable events. These have included the Service of Remembrance and Thanksgiving held in June each year, Royal visits, veteran and family reunion services, Remembrance Day services, Memorial and Funeral services, Christenings, lectures, Flower Festivals and Masterclasses and a variety of musical and choral events. Following its closure during the global pandemic, the Chapel is again open for public access every day of the year, from 9.00 am to 5.00 pm.

In March 2000, Her Majesty the Queen formally opened the newly completed Falkland Islands Memorial Chapel. Seven years later, on the 25th Anniversary of the Falklands War, she and the Duke of Edinburgh returned for a special Service of Remembrance. On this occasion, Her Majesty met with many members of the large congregation which included the Prime Minister, luminaries & veterans of the 1982 conflict and many bereaved family members.

The inspiration for a Memorial Chapel arose, in 1993, from a meeting attended by several of the

Commanding Officers of ships involved in the conflict, by the Headmaster of Pangbourne College and by the author Patrick Robinson (who, at the time, was co-writing a book '100 days' with Admiral Sir John 'Sandy' Woodward). Under the Admiral's leadership, a committee was formed with a view to raising the estimated £1million required and to bringing the mission to fruition. The path was not easy and, faced with rising costs and a number of planning setbacks, it was not until 1998 that a suitable chapel design 'for the Millennium' was agreed upon and sufficient funds raised to enable the project to proceed. At that point, the estimated cost had risen to £2.3 million which had been pledged by many benefactors, including military organisations and charities, the Falkland Islands Government, charitable trusts, livery companies and many generous private individuals. By November 1999, when the bereaved families gathered in the Chapel for its dedication at a Service led by the Bishop of Reading, the Chapel was virtually complete. The success of the large and complex endeavour, led by the 'brothers in arms', was immediately and palpably apparent from the appreciation showed by those present on this moving occasion.

Since then, on the Sunday nearest to the 14th June (the date of the Argentinean forces' surrender) Chapel supporters, members of bereaved families, Service personnel and veterans of 1982 have gathered at a Service of Thanksgiving and Remembrance in the Chapel; each year the numbers grow. Normally, the capacity of the Chapel is 600, but in anniversary years the Trustees expand the capacity to 1,000, by erecting a tented nave over the front forecourt.

The Chapel design is appropriately reminiscent of a ship and came about as a result of a nationwide architectural competition. Natural light flows down the walls, into the nave and gallery, from the glass panels in the oblong roof and through 15ft tall window slits around its periphery walls. The atmosphere within the Chapel is both peaceful and inspiring, as the eye is drawn to a magnificent centrepiece against a background of neutral colour - the Memorial Window which towers behind the altar and depicts heavy seas around the Falkland Islands with the Cross of Christ at the centre. The cost of this window, which was designed by John Clark (who crafted the Lockerbie memorial window), was generously donated by the Falkland Islanders and their Government and is universally admired. The Chapel is always filled with flowers and special tributes from families and associations - beautifully arranged by the members of the Chapel Flower Guild to whom the Trustees owe a huge debt of gratitude.

At the entrance to the Chapel foyer, the names of the fallen are inscribed on large stone plaques and listed in detail in a beautifully inscribed Memorial Book. On either side of the foyer, doors give access to matching Memorial & Education Rooms; the former contains a computer monitor from which the SAMA'82 Garden of Remembrance can be accessed and a library of Falklands War related books and archived press cuttings (donated by the

MOD). The latter room contains a continuous time line mural depicting the 100-day War and a video narrative which is currently the subject of a review. The Chapel website, www.Falklands-chapel.org.uk, contains information about the building and its governance, copies of the Chapel's newsletters and news updates.

Other features of the Chapel and its surroundings include:

- 550 matching tapestry kneelers, lovingly made to a common template featuring the Combined Services emblem. 258 of these kneelers, some of which were embroidered by Islanders, bear the names of those who were killed.
- A circular, enclosed Memorial Garden for contemplation. This now includes plaques commemorating the part played by some of those units involved in the conflict.
- A 'memorial cairn' of stones and pebbles, to which visitors from all over the world have brought contributions. Beside it, there is a wooden bench donated by the Falkland Families. Her Majesty the Queen led the cairn 'topping out' ceremony in 2007, by placing her own stone within it. Visitors are encouraged to continue contributing stones around the cairns base.
- On the approach to the Cairn, visitors pass three bronze Albatrosses 'in flight', supported on elevated posts. These magnificent objects were crafted and donated by sculptor Mark Coreth, himself a Blues & Royals veteran.

The Trustees are often asked why they chose to build the Memorial Chapel at Pangbourne College. The answer is simple: with its maritime heritage, the College seemed a fitting location for a memorial, and many Old Pangbournians served with distinction in the South Atlantic. At the time, the College, which maintains its naval traditions, had no existing chapel, and its Governors were prepared to lease to the Trust, for a total of 75 years, enough land on which to build

the Chapel. Above all, the opportunity for the Chapel to be a 'living memorial', used regularly and looked after by the College Chaplain for its visitors, seemed to the Trustees to be a very satisfactory arrangement.

The Trustees also believe that an element of welfare, in addition to pastoral care, should be part of the remit of the Chapel Trust. They are concerned to ensure that all veterans and family members who would like to visit the Chapel or to attend services are able to afford to do so. They therefore encourage those who are unable to visit, due to financial hardship or inability to travel distances unaccompanied, to contact the Secretary (details below). In these circumstances, it may be possible for the Trustees to give a measure of assistance. All such requests will be treated with the utmost discretion.

The Chapel Trustees must continue to raise money for the upkeep of the Chapel, so that its heritage and good condition ARE maintained for posterity. Much of this support is encouraged through the Chapel's Spring Newsletter, which is sent each year to over 2,100 supporters. The Trustees would like to say how much they appreciate the support given to the Chapel by so many generous people, visitors and organisations.

Anyone wishing to support the Chapel is encouraged to become a 'Friend' of the Chapel; this involves donating a regular monthly, quarterly or annual gift of £50 or more. This scheme has proved popular and helps the Trustees to predict regular income. Details can be found on the web site: www.falklands-chapel.org.uk.

CONTACT FIMCT

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Secretary to the Trustees
Falkland Islands Memorial Chapel Trust
C/o Pangbourne College
Pangbourne
Reading, Berks RG8 8LA
Tel: 01295 738123
Email: angelaEAP@aol.com

MEMORIAL GARDEN PROJECT COMMEMORATES 40 YEARS

To mark the 40th anniversary of the 1982 Falklands War, the Trustees decided that the Memorial Garden, which contained little apart from some seating, a wall map featuring the Falkland Islands, and a lone plaque remembering members of the SAS lost in 1982, needed to be enhanced. Sadly, the original flowing fountain had to be removed some years ago because it was damaging the wall map.

In 2021, the decision was taken to invite Service organisations and associations to commemorate the part they played in 1982 by sponsoring a plaque for the 40th Anniversary.

The Trustees are delighted that the response to this Memorial Garden Project has produced a steady flow of organisations wishing to sponsor a Memorial Plaque. The plan to transform the interior of the rather stark circular garden into a more comforting and peaceful place is already taking shape. A total of 22 plaques have now been commissioned, with the great majority of them already installed. Whilst the plaques are intended

to commemorate an organisation's involvement in the Falkland Islands conflict, at the suggestion of a veteran and Friend of the Chapel, one of the plaques commemorates the part played by the Islanders in securing their freedom. With the brickwork of the Memorial Garden recently cleaned and the surrounding flowerbeds replanted, it is now truly a restful and secluded place for quiet contemplation.

Organisations currently represented within the garden are as follows:

The Scots Guards, The Gurkhas, HMS ARDENT, The Army Air Corps, The SAS, The RAF Regiment, SS Uganda, 16 Field Ambulance RAMC, HMS FEARLESS, The Royal Engineers, The Welsh Guards, The SBS, HMS INVINCIBLE, The Old Pangbournian Society, 3 Cdo Brigade Air Squadron, The Figgard Association, The Royal Military Police, HMS YARMOUTH, HMS GLAMORGAN, The Falkland Islanders, The Parachute Regiment, The Royal Army Pay Corps & Airborne Forces.



WHY WE LOVE THE CHAPEL

by Sara Jones CBE DL, Widow of
Lt. Colonel 'H' Jones VC, OBE

It is difficult to overestimate the importance of the Falkland Island Memorial Chapel to the families of those who died in 1982. The conflict was mercifully short, and more importantly successful but it left 255 Service families devastated having lost someone they loved.

In April 1983 the Government arranged a pilgrimage to the Islands for the bereaved. It was rewarding and helped us to understand the Islands and the gratitude they felt towards our troops for their professionalism and bravery which ensured freedom. On the return journey the Falkland Families Association was formed. The families had made firm friendships on the journey, a unique bond due to shared experiences and loss, and it seemed important to stay in touch. The Association continued until 2005 with an annual Serviced and reunion and another brief service at the memorial in St Paul's Cathedral. Eventually with dwindling numbers and problems recruiting people to fill the important roles it was decided to wind up and this is when the Chapel became ever more important in our lives. We were happy in the knowledge that we could meet our friends there at the annual Service. Not all families had joined our Association but to ensure we could recognise each other many wore small pieces of campaign ribbon as a form of identity. Monies from the Association had been donated to the Chapel Trust for welfare and thus the families know that support can be made available to help with travel to the Service.

With the passing of the years the huge importance of the Chapel in so many lives has become obvious. Some have got in touch recently never having wished to do so in past. We must be for ever grateful for the vision of those who planned the chapel, who raised the money and made the amazing building we see today a reality. The original plan was to move an existing chapel, which was of similar design to Devitt House at the college, from Salisbury but this was overtaken by events and the beautiful new build we see today came into being.

I am sure I speak for all those who have benefited from this place of reflection and memory when I say how thankful we are to the Trustees of the chapel and all those who have the day to day running of the building. During this 40th anniversary year we will be able to pay tribute in June to our loved ones who fought and died in 1982 and appreciate the privilege we have in having such a special place of remembrance.

BRITISH TASK FORCE 1982

TASK FORCE COMMANDERS


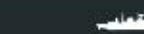

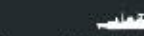

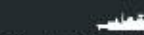

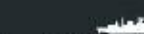
Commander Carrier Battle Group: Rear Admiral JF Woodward
Commander Amphibious Task Group: Commodore MC Clapp
Commander Landing Force: Brigadier JHA Thompson RM
Commander Land Forces: Major General JJ Moore

ROYAL NAVY

CARRIERS & LANDING SHIPS

-  HMS HERMES (R12)
Capt LE Middleton
-  HMS INVINCIBLE (R05)
Capt JJ Black
-  HMS FEARLESS (L10)
Capt ESJ Larkent
-  HMS INTREPID (L11)
Capt PGV Dingemans




DESTROYERS

- | | |
|---|---|
|  HMS BRISTOL (D23)
Capt A Grose |  HMS COVENTRY (D118)
Capt D Hart-Dyke |
|  HMS ANTRIM (D18)
Capt BG Young |  HMS EXETER (D89)
Capt HM Balfour |
|  HMS GLAMORGAN (D19)
Capt ME Barrow |  HMS GLASGOW (D88)
Capt AP Hoddinott |
|  HMS CARDIFF (D108)
Capt MGT Harris |  HMS SHEFFIELD (D80)
Capt JFTG Salt |

FRIGATES

- | | | |
|---|---|---|
|  HMS ACTIVE (F171)
Cdr PCB Canter |  HMS ARROW (F173)
Cdr PJ Boothe-Stone |  HMS PLYMOUTH (F126)
Capt D Pentreath |
|  HMS ALACRITY (F174)
Cdr CJS Craig |  HMS AVENGER (F185)
Cdr HM White |  HMS YARMOUTH (F101)
Cdr AS Morton |
|  HMS AMBUSCADE (F172)
Cdr PJ Moose |  HMS BRILLIANT (F90)
Capt JF Coward | |
|  HMS ANDROMEDA (F57)
Capt JL Weatherall |  HMS BROADWORD (F88)
Capt WR Canning | |
|  HMS ARDENT (F184)
Cdr AWJ West |  HMS MINERVA (F45)
Cdr SHG Johnston | |
|  HMS ARGONAUT (F56)
Cdr AWJ West |  HMS PENELOPE (F127)
Cdr PV Rickard | |


SURVEY VESSELS

-  HMS HECLA (A133)
Capt GL Hope
-  HMS HERALD (H138)
Cdr RIC Halliday
-  HMS HYDRA (A144)
Cdr RJ Campbell

3 COMMANDO BRIGADE

Commander: Brigadier JHA Thompson RM

- | | | | | |
|--|---|--|---|--|
|  40 COMMANDO
Lt Col MPJ Hunt |  42 COMMANDO
Lt Col NF Vaux |  45 COMMANDO
Lt Col AF Whitehead |  29 COMMANDO
ROYAL ARTILLERY
Lt Col MJ Holroyd Smith |  COMMANDO
LOGISTICS REGIMENT
Lt Col I Helberg |
|--|---|--|---|--|

- | | | | |
|---|--|--|--|
|  2BN PARACHUTE
REGIMENT
Lt Col H Jones -
Lt Col D Chaundler |  3BN PARACHUTE
REGIMENT
Lt Col HWR Pike |  RAIDING SQUADRON
ROYAL MARINES
Capt C Baxter |  MOUNTAIN & ARCTIC
WARFARE CADRE RM
Capt R Boswell |
|  29 FD BATTERY
(RA) |  3 CDO BDE
AVIATION SQN
Maj CP Cameron |  SPECIAL BOAT
SERVICE
Maj J Thomson
• 2 SQUADRON
• 3 SQUADRON
• 6 SQUADRON |  22 SPECIAL
AIR SERVICE
Lt Col M Rose
• D SQUADRON
• G SQUADRON
• 264 SIGNAL SQN |

- | | | |
|--|--|---|
|  T BATTERY
12th AIR DEFENCE
REGIMENT (RA) |  AIR DEFENCE
TROOP |  59 INDEPENDENT
Cdo Sqn RE
Maj R Macdonald |
|--|--|---|

- | | | | |
|--|--|--|---|
|  3 TROOP
B SQUADRON
BLUES & ROYALS
Lt Lord R Innes-Ker |  ELEMENTS OF
17 PORT REGIMENT
RCT |  MEDICAL SUPPORT
• 2 x RN SURGICAL
SUPPORT TEAMS
• COMMANDO FORCES
BAND |  OTHER UNITS
• POSTAL & COURIER
REGT RE
• 81 ORDNANCE COY
RADC |
|--|--|--|---|



ROYAL AIR FORCE SQUADRONS

- | | | | | | |
|---|---|--|--|---|---|
|  1(F) SQN
Harrier GR3 |  18 SQN
Chinook HC1 |  29 SQN
Phantom F4 |  39 SQN
Canberra PR9 |  42 SQN
Nimrod MR2 |  44 SQN
Vulcan B2 |
|  47 SQN
C130 Hercules |  50 SQN
Vulcan B2 |  51 SQN
Nimrod MR2 |  55 SQN
Victor K2 |  57 SQN
Victor K2 |  70 SQN
C130 Hercules |
|  201 SQN
Nimrod MR2 |  202 SQN
Seaking HAR3 |  101 SQN
Vulcan B2 |  120 SQN
Nimrod MR2 |  206 SQN
Nimrod MR2 |  10 SQN
VC10 |

SUBMARINES


HMS CONQUEROR (S48)
Cdr CL Wreford Brown


HMS COURAGEOUS (S50)
Cdr RTN Best


HMS ONYX (S21)
LCdr AO Johnson


HMS SPARTAN (S105)
Cdr PV Rickard


HMS SPLENDID (S106)
Capt D Pentreath



HMS VALLIANT (S102)
Cdr AS Morton

ICE PATROL SHIP


HMS ENDURANCE (A171)
Capt NJ Barker

PATROL SHIPS


HMS DUMBARTON
CASTLE (P265)
LCdr ND Wood


HMS LEEDS
CASTLE (P258)
LCdr CFB Hamilton

TRAWLER/ MINESWEEPERS


HMS CORDELLA
LCdr M Holloway


HMS FARNELLA
Lt R Bishop


HMS JUNELLA
LCdr M Rowledge


HMS NORTHELLA
LCdr J Greenop


HMS PICT
LCdr D Garwood

ROYAL FLEET AUXILIARY



TANKERS
RFA Appleleaf (A79)
RFA Bayleaf (A109)
RFA Blue Rover (A270)
RFA Brambleleaf (A81)
RFA Olmeda (A124)
RFA Olna (A123)
RFA Pearleaf (A77)
RFA Plumleaf (A75)
RFA Tidepool (A76)
RFA Tidespring (A75)



LANDING LOGISTICS
RFA Sir Bedivere (L3004)
RFA Sir Galahad (L3005)
RFA Sir Geraint (L3027)
RFA Sir Lancelot (L3029)
RFA Sir Percival (L3036)
RFA Sir Tristram (L3505)



SUPPLY
RFA Fort Austin (A386)
RFA Fort Grange (A385)
RFA Regent (A486)
RFA Resource (A480)
RFA Stromness (A344)



HELICOPTER SUPPORT
RFA Engadine (K68)
RMAF Typhoon (A95)
RMAF Goosander (A94)

MERCHANT NAVY



MN LINERS
Canberra
Uganda
Queen Elizabeth II



MN CARGO
Astronomer
Atlantic Conveyor
Atlantic Causeway
Avalona Star
Contender Bazaar
Geostport
Laertes
Lycan
St Helena
Saxonia



MN TANKERS
Alvega
Anco Charger
Balder London
British Avon
British Dart
British Esk
British Tay
British Test
British Tamar
British Trent
British Wye
Ebura
Fort Toronto
G. A. Walker
Scottish Eagle



MN SUPPORT SHIPS
British Enterprise III
Ina
Inman
Salvagaman
Stena Inspector
Stena Seaspeed
Wimpey Seahorse
Yorkshireman



MN FERRIES
Baltic Ferry
Elk
Europic Ferry
Nordic Ferry
Norland
St Edmund
Tor Caledonia

5th INFANTRY BRIGADE



Commander: Brigadier MJA Wilson



2nd BN
SCOTS GUARDS
Lt Col M/E Scott



1st BN
WELSH GUARDS
Lt Col JF Rickett



1st BN, 7th DUKE OF
EDINBURGH'S OWN
GURKHA RIFLES
Lt Col D Morgan



HQ 4 FD REGT RA
Lt Col A Holt
97 (LAWSON'S COY)
BATTERY RA



36 ENGINEER REGT RE
Lt Col G Field



30 SIGNAL REGT
Lt Col R Thompson



63 SON
RAF REGT
Sqn Ldr I Loughborough



160 PROVOST COY
RMP
Capt A Barley



11 FIELD SON RE
Maj B Hawken



9 PARA SON RE
Maj CM Davies

61 FD SUPPORT SON RE
Maj RC Morgan



10 FD WKSP
REME
Maj AD Ball



81 ORDNANCE
COY RAOC
421 EOD RAOC



407 TP RCT
2nd Lt Ash



656 SON AAC
Maj C Sibun



4 TROOP
B SQUADRON
BLUES & ROYALS
Lt M Coreth



FLEET AIR ARM

NAVAL AIR SQUADRONS (NAS)



737 NAS
Wessex HAS3
HMS Antrim &
HMS Glamorgan



800 NAS
Harrier FR51
HMS Hermes



801 NAS
Harrier FR51
HMS Invincible



809 NAS
Harrier FR51
HMS Hermes &
HMS Invincible



815 NAS
Lynx HAS2 / HAS3
Type 42 destroyers
Type 21/22 frigates



820 NAS
Sea King HAS5
HMS Invincible



824 NAS
Sea King HAS2/2A
RFA Fort Rosalie &
Olmeda



825 NAS
Sea King HAS2
Atlantic Causeway &
Queen Elizabeth II



826 NAS
Sea King HAS5
HMS Hermes



829 NAS
Wasp HAS1
HMS Bristol,
Leander class &
Type 12 frigates



845 NAS
Wessex HU5
RFA Tidespring,
RFA Tidepool,
Fort Austin &
Port San Carlos



846 NAS
Sea King HC4
HMS Hermes,
Fearless class,
SS Canberra,
Elk & Norland



847 NAS
Wessex HU5
Atlantic Causeway,
RFA Engadine &
Port San Carlos



848 NAS
Wessex HU5
HMS Endurance,
RFA Olna, Atlantic Conveyor
& Astronomer



FALKLANDS GALLANTRY

Above and Beyond

VICTORIA CROSS

Lt Col Herbert Jones
2nd Bn The Parachute Regiment - *Posthumous*

Sgt Ian John McKay
3rd Bn The Parachute Regiment - *Posthumous*

NAVY

DISTINGUISHED SERVICE ORDER

Cmdr Samuel Clark Dunlop CBD RN
CO RFA Fort Austin

Capt Michael Ernest Barrow RN
CO HMS Glamorgan

Capt John Jeremy Black GBE KCB DSO RN
CO HMS Invincible

Capt William Robert Canning RN
CO HMS Broadsword

Capt John Francis Coward KCB DSO RN
CO HMS Brilliant

Capt Peter George Valentine Dingemans
CB DSO RN - CO HMS Intrepid

Capt Edmund Shackleton Jermy Larken
CB DSO IVO RN - CO HMS Fearless

Capt Christopher Hope Layman MVO RN
CO HMS Argonaut

Capt Linley Eric Middleton ADC CB DSO RN
CO HMS Hermes

Capt David Pentreath RN
CO HMS Plymouth

Capt Philip Jeremy George Roberts RFA
CO RFA Sir Galahad

Lt Col Nicholas Francis Vaux CB DSO
CO 42 Cdo RM

Lt Col Andrew Francis Whitehead CB DSO
CO 45 Cdo RM

Cmdr Christopher Louis Wredford-Brown RN
CO HMS Conqueror

Lt Cmdr Brian Frederick Dutton QGM RN
CO Fleet Clearance Diving Team 1

Capt Brian Gilmore Young RN
CO HMS Antrim

Lt Cmdr Ian Stanley RN
Flt Cmdr, No.737 NAS, HMS Antrim

DISTINGUISHED SERVICE CROSS

Lt Cmdr Andrew Donaldson Auld RN
CO No.800 Naval Air Sqn, HMS Hermes

Lt Cmdr Gordon Walter James Batt RN
Posthumous - No.800 NAS, HMS Hermes

Lt Alan Reginald Courtenay Bennett RN
No.846 Naval Air Sqn

Lt Cmdr Michael Dennison Booth RN
CO No.847 Naval Air Sqn

Cmdr Paul Jeffrey Booherstone RN
CO HMS Arrow

Lt Nigel Arthur Bruen RN
CO Fleet Clearance Diving Team 3

Lt Cmdr Hugh Sinclair Clark RN
CO No.825 Naval Air Sqn

Cmdr Christopher John Sinclair Craig RN
CO HMS Alacrity

Lt Cmdr John Anthony Ellerbeck RN
Flt Cmdr, No.829 Naval Air Sqn,
HMS Endurance

Fleet CPO (Diver) Michael George Fellows BEM
Fleet Clearance Diving Team 1

Capt George Robert Green RFA
CO RFA Sir Tristram

Lt Richard Hutchings RM
No.846 Naval Air Sqn

Capt David Everett Lawrence RFA
CO RFA Sir Geraint

Lt Cmdr Hugh John Lomas RN
No.845 Naval Air Sqn

Lt Keith Paul Mills RM
RM Detachment, HMS Endurance

Sub Lt Peter Thomas Morgan RN
HMS Argonaut

Cmdr Anthony Morton GBE KCB RN
CO HMS Yarmouth

Capt Ian Harry North
CO Atlantic Conveyor - *Posthumous*

Lt Nigel John North RN
No.846 Naval Air Sqn

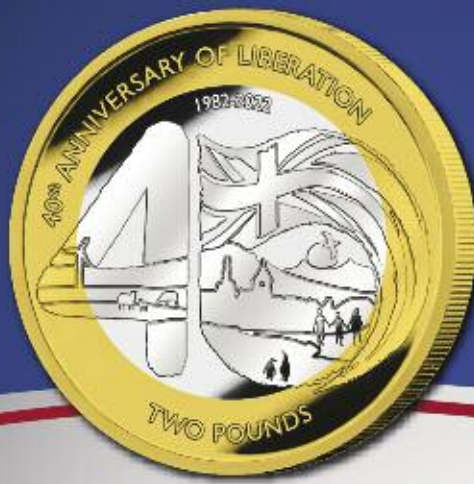
Capt Anthony Francis Pitt RFA
CO RFA Sir Percivale

Lt Cmdr John Murray Sephton RN
HMS Ardent - *Posthumous*

continued on page 206



Captain Ian Harry North DSC was killed when his ship 'Atlantic Conveyor' was hit by two Argentine air-launched Exocet missiles on 25 May 1982. The missiles were intended for the aircraft carrier Hermes but locked onto Captain North's vessel instead. 137 men survived and Captain North was the last to leave the ship, it is said with huge dignity and calm.



1982 - 2022 40TH ANNIVERSARY OF THE LIBERATION

This year marks the 40th anniversary of the Liberation of the Falkland Islands and to mark this significant historical event, a brand new £2 coin has been produced on behalf of the Falkland Islands Government in honour of those who made the ultimate sacrifice for their country.

Liberation Day takes place on the 14th June and commemorates the end of the occupation of the Falkland Islands by Argentina in 1982. The long running dispute between Britain and Argentina over the ownership of the Falkland Islands was brought to a head on the 19th March 1982 when 50 Argentines landed and hoisted their flag. Under the order of Galtieri, President of Argentina, the invasion of the Falkland Islands was declared on 2nd April which triggered the start of the War.

2022 has been named the "Looking Forward at Forty" year, a special way of making it a time to reflect on the achievements that have been made with their hard-won freedom, and to look forward to the next 40 years of life in the Falkland Islands.

This collector's coin is a £2 piece and features the official 40th Anniversary of Liberation emblem (Also known as Falklands 40th) which comprises the number 40 with the Union Jack and incorporates various aspects of life on the Falkland Islands. The obverse of the coin is an Effigy of Her Majesty Queen Elizabeth II produced exclusively by Pobjoy Mint. This coin is produced to the highest quality and is available in Bi-Metal and Proof Fine Silver with Goldclad®.



In 2007, Pobjoy Mint also produced the first-ever circulating coin in celebration of the 25th Anniversary of the Liberation of the Falkland Islands. The coin was produced as a 50 pence coin depicting a magnified map of the Falkland Islands with a marching figure in the foreground carrying a rucksack on his back with a Union Flag. The 25th Anniversary of the Liberation was also celebrated in 2007 with a stunning coin depicting Britannia – the figure of national personification of the United Kingdom.

10 years later, in 2017, Pobjoy Mint commemorated the 35th Anniversary of the Falklands Liberation with two new crown coins. One featured a poppy in remembrance with a silhouette of a soldier standing by a cross with the simple wording "Lest We Forget", and the other featured three soldiers facing away from the Falklands Liberation monument crowned with the bronze statue of Britannia.

IN MEMORY OF
THOSE WHO
LIBERATED US

14 JUNE 1982



**BRITISH
POBJOY
MINT®**

To purchase these coins which are a tribute to the brave men and women of the Falkland's War, collectors are invited to visit the official Pobjoy Mint website:

WWW.POBJOY.COM



Able Seaman John Dillon, on *HMS Ardent*, was able to remove debris from an injured sailor and, despite his own burns, got the man topside and into the water where they were both rescued.

For his heroism he received a George Medal. The last man to leave was her captain, Commander Alan West

Lt Cmdr Neil Wynell Thomas RN
No.899/800 Naval Air Sqn, HMS Hermes

Lt Stephen Robert Thomas RN
No.801 Naval Air Sqn, HMS Invincible

Lt Cmdr Simon Clive Thornewill RN
CO No.846 Naval Air Sqn

Cmdr Nicholas John Tobin RN
CO HMS Antelope

Cmdr Nigel David Ward AFC RN
CO No.801 Naval Air Sqn, HMS Invincible

Cmdr Alan William John West RN
CO HMS Ardent

Lt Cmdr John Stuart Woodhead RN
HMS Sheffield - *Posthumous*

DISTINGUISHED FLYING CROSS

Capt Jeffrey Peter Niblett RM
3 Commando Brigade Air Sqn

Lt Richard James Nunn RM
3 Commando Brigade Air Sqn - *Posthumous*

AIR FORCE CROSS

Lt Cmdr Douglas John Smiley Squier RN
CO No.826 Naval Air Sqn, HMS Hermes

Lt Cmdr Ralph John Stuart Wykes-Sneyd RN
CO No.820 Naval Air Sqn, HMS Invincible

GEORGE MEDAL

AB John Edward Dillon
HMS Ardent

2nd Eng Offr Paul Anderson Henry RFA
RFA Sir Galahad - *Posthumous*

MILITARY CROSS

Capt Peter Murray Babbington RM
42 Commando Royal Marines

Maj Charles Peter Cameron RM
CO 3 Commando Brigade Air Sqn

Lt Clive Idris Dytor RM
45 Commando Royal Marines

Lt Christopher Fox RM
45 Commando Royal Marines

Lt David James Stewart RM
45 Commando Royal Marines

DISTINGUISHED SERVICE MEDAL

PO MEM(M) David Richard Briggs
HMS Sheffield - *Posthumous*

CSgt Michael James Francis RM
coxswain LCU F1, HMS Fearless

Ldg Aircrewman Peter Blair Imrie
No.846 Naval Air Sqn

PO John Steven Leake
HMS Ardent

Sgt William John Leslie RM
HMS Broadsword

A/PO (Sonar) Graham John Robert Libby
HMS Conqueror

Acting Cpl Aircrewman Michael David Love RM
No.846 Naval Air Sqn - *Posthumous*

Chief MEM(M) Michael David Townsend
HMS Argonaut

CPO(Diver) Graham Michael Trotter
Fleet Clearance Diving Team 3

CPO Aircrewman Malcolm John Tupper
No.846 Naval Air Sqn

LS(Radar) Jeffrey David Warren
HMS Antelope

MILITARY MEDAL

A/Cpl Andrew Roland Bishop RM
45 Commando Royal Marines

Sgt Thomas Collings RM
3 Company Special Boat Service

Sgt Michael Collins RM
42 Commando Royal Marines

Cpl Michael Eccles RM
42 Commando Royal Marines

Cpl David Hunt RM
45 Commando Royal Marines

Mne Gary William Marshall RM
45 Commando Royal Marines

Cpl Steven Charles Newland RM
42 Commando Royal Marines

Cpl Harry Siddall RM
45 Commando Royal Marines

Cpl Chrystie Nigel Hanslip Ward RM
42 Commando Royal Marines

Sgt Joseph Desmond Wassell RM
Mountain & Artic Warfare Cadre RM

DISTINGUISHED FLYING MEDAL

Sgt William Christopher O'Brien RM
3 Commando Brigade Air Sqn



John Leake was NAAFI Canteen Manager on board HMS Ardent. Whilst on route to the Falklands active service was declared and so John duly signed up to the Royal Navy on a temporary basis as a Petty Officer so that should he be captured he would be covered by the Geneva Convention.

He operated a deck mounted machine gun during the ensuing attacks by Argentine aircraft, and was credited with downing an Argentine Douglas A-4 Skyhawk puncturing the plane's fuel tanks.

The ship was hit by seventeen missiles and bombs and John continued to man the machine gun whilst 22 men were killed.

DISTINGUISHED FLYING MEDAL

Chief Eng Offr Charles Kenneth Arthur Adams
RFA

Lt John Kenneth Boughton RN
No.825 Naval Air Sqn

MEA(M)1 Kenneth Enticknapp
HMS Ardent

3rd Offr Andrew Gudgeon RFA
RFA Sir Galahad

A/CSgt Brian Johnston RM
coxswain LCU F4, HMS Fearless - *Posthumous*

PO Medical Asst Gerald Andrew Meager
HMS Sheffield

Lt Philip James Sheldon RN
No.825 Naval Air Sqn

3rd Eng Brian Robert Williams MN
Atlantic Conveyor

ARMY

DISTINGUISHED SERVICE ORDER

Maj Cedric Norman George Delves
Devonshire and Dorsets, CO D Sqn 22 SAS Regt

Maj Christopher Patrick Benedict Keeble
2nd Bn The Parachute Regiment

Lt Col Hew William Royston Pike MBE
CO 3rd Bn The Parachute Regiment

Lt Col Michael Ian Eldon Scott
CO 2nd Bn Scots Guards

DISTINGUISHED SERVICE CROSS

WO2 John Henry Phillips
49 EOD Sqn, Royal Engineers - *Posthumous*

MILITARY CROSS

Maj Michael Hugh Argue
3rd Bn The Parachute Regiment

Capt Timothy William Burls
Parachute Regiment, D Sqn 22 SAS Regt

Maj David Alan Collett
3rd Bn The Parachute Regiment

Lt Colin Spencer Connor
2nd Bn The Parachute Regiment

Maj John Harry Crosland
2nd Bn The Parachute Regiment

Maj Charles Dair Farrar-Hockley
2nd Bn The Parachute Regiment

Capt Gavin John Hamilton
Green Howards, D Sqn 22 SAS Regt - *Posthumous*

Maj John Panton Kiszely
2nd Bn Scots Guards

Lt Robert Alasdair Davidson Lawrence
2nd Bn Scots Guards

Capt William Andrew McCracken
29 Cdo Regt Royal Artillery

Capt Aldwin James Glendinning Wight
The Welsh Guards, G Sqn 22 SAS

DISTINGUISHED FLYING CROSS

Capt Samuel Murray Drennan
656 Sqn, Army Air Corps

Capt John Gordon Greenhalgh
Royal Corps of Transport, 656 Sqn AAC



The Conspicuous Gallantry Medal was awarded posthumously to Staff Sergeant Jim Prescott, a bomb disposal expert who was killed while trying to defuse a huge missile. Age 37, he died instantly when the 1,000lbs bomb went off on board HMS Antelope, which sank the following day.

The CGM is the one of only two to have been awarded during the Queen's reign, the other awarded to CPO (Diver) Hammond in the 1991 Gulf War.

DISTINGUISHED CONDUCT MEDAL

Cpl David Abols
2nd Bn The Parachute Regiment

SSgt Brian Faulkner
3rd Bn The Parachute Regiment

Pte Stephen Illingsworth
2nd Bn The Parachute Regiment - *Posthumous*

Sgt John Clifford Meredith
2nd Bn The Parachute Regiment

Sgt John Stuart Pettinger
3rd Bn The Parachute Regiment

Gdsmn James Boyle Curran Reynolds
2nd Bn Scots Guards - *Posthumous*

CONSPICUOUS GALLANTRY MEDAL

SSgt James Prescott
49 EOD Sqn, Royal Engineers - *Posthumous*

Captain John Pettinger, of the Parachute Regiment, carried out six reconnaissance operations before the Battle of Mount Longdon. He used the cover of darkness to identify Argentine machine gun and mortar positions – and even entered enemy trenches undetected. He later guided the men of B Company in the 12-hour assault. He recalled that all hell broke loose when a British commander stood on a mine which exploded - 'The sky turned red with tracer and chaos ensued.'



MILITARY MEDAL

Pte Richard John de Mansfield Absolon
3rd Bn The Parachute Regiment - *Posthumous*

Cpl Ian Phillip Bailey
3rd Bn The Parachute Regiment

LCpl Stephen Alan Bardsley
2nd Bn The Parachute Regiment

Sgt Terence Irving Barrett
2nd Bn The Parachute Regiment

LCpl Martin William Lester Bentley
2nd Bn The Parachute Regiment

LCpl Gary David Bingley
2nd Bn The Parachute Regiment - *Posthumous*

Sgt Derek Sidney Boulby
17 Port Regt Royal Corps of Transport

Cpl Trevor Brookes
Royal Corps of Signals, G Sqn 22 SAS

Cpl Thomas James Camp
2nd Bn The Parachute Regiment

Pte Graham Stuart Carter
2nd Bn The Parachute Regiment

Gdsmn Stephen Mark Chapman
1st Bn The Welsh Guards

Cpl John Anthony Foran
9 Para Sqn Royal Engineers

Sgt Desmond Fuller
3rd Bn The Parachute Regiment

Pte Barry James Grayling
2nd Bn The Parachute Regiment

Cpl Thomas William Harley
2nd Bn The Parachute Regiment

Bdr Edward Morris Holt
29 Cdo Regt Royal Artillery

Sgt Robert White Jackson
2nd Bn Scots Guards

LCpl Dale John Loveridge
1st Bn The Welsh Guards

Sgt Joseph Gordon Mather
G Sqn 22 SAS

Sgt Peter Hurcliche Rene Naya
16 Field Ambulance Royal Army Medical Corps

WO2 Brian Thomas Neck
1st Bn The Welsh Guards

Gdsmn Andrew Samuel Pengelly
2nd Bn Scots Guards

LCpl Leslie James Leonard Standish
2nd Bn The Parachute Regiment

Sgt Roman Hugh Wrega
Royal Corps of Signals, G Sqn 22 SAS

Flt Lt David Morgan 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, he himself shooting down two enemy aircraft.

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.



ROYAL AIR FORCE

DISTINGUISHED SERVICE CROSS

Flt Lt David Henry Spencer Morgan RAF
No.899/800 Naval Air Squadron, HMS Hermes

DISTINGUISHED FLYING CROSS

Sqn Ldr Richard Ulric Langworthy AFC RAF
18 Sqn RAF

Sqn Ldr Calum Neil McDougall RAF
Vulcan XM607 aircrew, 44 Sqn RAF

Sqn Ldr Jeremy John Pook MBE RAF
1(Fighter) Sqn RAF

Wg Cdr Peter Ted Squire AFC RAF
CO 1(Fighter) Sqn RAF

Flt Lt William Francis Martin Withers RAF
Vulcan XM607 aircrew, 44 Sqn RAF

AIR FORCE CROSS

Flt Lt Harold Currie Burgoyne RAF
47 Sqn RAF

Wg Cdr David Emmerson RAF
Nimrod aircrew

Sqn Ldr Robert Tuxford RAF
Victor aircrew

QUEEN'S GALLANTRY MEDAL

Flt Lt Brian William Jopling RAF
18 Sqn RAF

Flt Lt Alan James Swan RAF
CO No.1 EOD Unit RAF

SOUTH ATLANTIC MEDAL



The medal with rosette was awarded for one day's service within 35° and 60° South latitude or for at least one operational sortie south of Ascension Island, between 2 April and 14 June 1982 (2 April being the date of the Argentine invasion, 14 June being the date of Argentine surrender). This, generally, denoted service in the combat zone. Where the rosette was worn on the ribbon, this was both with the medal and on the ribbon bar.

The medal without rosette was awarded for 30 days continuous or accumulated service between 7° and 60° South latitude between 2 April and 14 June 1982 (completing no later than 12 July 1982). As a result of the 2012 Independent Medal Review conducted by Sir John Holmes, from 1 October 2014 the qualifying period for the medal without rosette was extended to 21 October 1982, the date modifications were completed to RAF Stanley airfield allowing operation of RAF Phantoms.

The rosette remains an unusual feature for a British medal and was used partly for economy and speed of manufacture, and also as otherwise fewer than two hundred medals would have been issued to the Royal Air Force. While for other arms the vast majority of the medals were issued with a rosette, over 90% of the medals issued to the Royal Air Force are without the rosette, with the recipients mainly stationed on Ascension Island. An exception being the Royal Air Force Regiment who had one squadron disembark at San Carlos on 1st June.

Source: MoD

ROYAL NAVY & ROYAL MARINES CHARITY

Falklands 40 Fund

The Royal Navy and Royal Marines Charity has a simple mission: we exist to help reduce or ameliorate some of the consequences and disadvantages that come from service in the Royal Navy as well as to honour that service to the nation.

The nature of operational tempo, the long periods of separation, and people's experiences ashore and afloat can have huge repercussions, sometimes quite quickly and often many years later. No matter what, the Charity is primed and ready, with others, to help. Serving in the Royal Navy represents an enduring commitment to protecting our island nation. This commitment and the requirements of military life, whilst entered into freely, makes huge demands on people and their families.

Forty years ago a task force consisting of 43 Royal Navy vessels, 22 from the Royal Fleet Auxiliary and 62 merchant ships left these shores to sail to the South Atlantic and liberate the Falkland Islands. The brief, yet brutal conflict which followed is still present in the memory of many of us, especially among Royal Navy Falklands veterans and their families, some of whom

still carry physical and mental scars from the conflict. The Royal Navy and Royal Marines Charity has established a special Falklands 40 Fund to support the participation of veterans and their families in activities and events to commemorate the fortieth anniversary of the Conflict. The Fund is bringing together many of these veterans - in some instances for the first time since 1982 - and supporting a number of naval associations to stage fortieth anniversary activities of remembrance and commemoration, so that the contribution and sacrifice made by all those who served in the conflict is never forgotten.

Most of those who wear or who have ever worn a Royal Navy uniform would recoil at the word 'sacrifice' with typical humility, but there is no denying that the requirements of military service, whilst entered into freely, make high demands on people and their families.


What activity could this grant funding support?

1. Small grants to support activities of remembrance and commemoration in 2022 to mark the 40th anniversary of the Falklands war.
2. Support will be aimed at naval and marine associations and other community-based groups that support those that served in the conflict.
3. Grants could support contribution to travel to national events for a group of people.
4. Grants could cover venue hire, refreshments for local activities and their promotion.

How to apply

The application form will be available by emailing mygrant@rnrmc.org.uk to request a Falklands 40 Online Application. Awards will be made throughout 2022.





Iconic. The enduring image of Marine Peter Robinson, 40 Cdo RM, attached to 45 Cdo RM, yomped down the dirt track that leads to the foot of the Two Sisters to Moody Brook on June 14th 1982.

Photo credit RN Petty Officer Peter Holdgate.
Copyright © Imperial War Museum

THE SURRENDER

Port Stanley 14th June 1982

As dawn broke the British Forces in the Falkland Islands controlled almost all the high ground around Stanley. 45 Commando were on Two Sisters, 42 Commando were on Mt Harriet, 3 Para were on Mt Longdon, 2 Para had just taken Wireless Ridge, the Scots Guards had captured Mt Tumbledown and the Argentinians on Mt William were running away from the advancing Gurkhas.

This just left Sapper Hill, which was supposed to be the objective of the Welsh Guards, but after the disaster on the *RFA Sir Galahad*, the Welsh Guards were severely reduced in numbers. A and C Companies from 40 Commando were sent to join them on the 10/11 June to bring the battalion up to strength. On the night of the 13/14 June this composite battalion were to be in reserve for the attacks on Mounts Tumbledown and William, before moving towards Sapper Hill shortly after these objectives were taken. While in reserve, they became bogged down in a minefield, which took them a very long and frustrating time to extract themselves from.

Moody Brook

Due to this delay, it was decided that 45 Commando should move forward from Two Sisters to occupy Sapper Hill. While 45 Commando were marching towards Sapper Hill the Welsh Guard/40 Commando battalion had escaped from the minefield and they were picked up by helicopter. They were landed on top of Sapper Hill just as 45 Commando were approaching, so both units invested then stayed on the Hill. After first light, 2 Para on Wireless Ridge

could see numerous Argentinians retreating back to Stanley. Argentine artillery was still in action, however, firing on the British positions surrounding them. One gun emplacement near Moody Brook was destroyed by four Scout helicopters armed with SS-11 wire-guided missiles. The helicopters withdrew safely, only pursued by mortar fire. The British artillery also shelled up to the edge of Stanley in reply, to demoralise the retreating troops, and to keep pressure on the commanders.

Well earned honour

2 Para asked for permission to move towards Stanley, but Brigadier Julian Thompson, Commanding Officer of 3 Commando Brigade, wanted to see the position first. He arrived by helicopter and after reviewing the situation he gave the go ahead for 2 Para to move. At 1300 hrs B Company moved down Wireless Ridge, through Moody Brook and onto higher ground on the other side. The tanks of the Blues and Royals moved down the ridge, to provide covering fire if necessary. A Company, followed by D and C Companies, moved down the road towards Stanley. A Company made it to the outskirts of Stanley where they were ordered to halt. This

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Photograph taken by Peter Holdgate, Royal Naval Commando. Taken at 1030 hrs heading for Teal Inlet having left Two Sisters & Sapper Hill.



When Falklands veteran Steve lost his sight, we were there.

Blind Veterans UK estimates there are up to 50,000 veterans like Steve who could be entitled to our support.



Rebuilding
lives after
sight loss

If you, or someone you know, served in the Armed Forces, including National Service, and are now struggling with sight loss then please visit blindveterans.org.uk/support

meant that 2 Para were the first British unit into Stanley, after their efforts at Goose Green and Wireless Ridge, many observers were moved to comment that this was a well earned honour.

General Menéndez

2 Para were ordered to stop as at this point it seemed that the Argentinians wanted to talk. This was the culmination of four days of verbal pressure from the Task Force. Colonel Mike Rose and Captain Rod Bell had been broadcasting on radio to the Argentinians to the effect that they were in a hopeless position and that by surrendering, numerous lives, military and civilian, would be saved. So far three civilians had been killed from British shells, but if fighting took place in the capital, it was likely that many more would die. The Argentinians did not respond to the broadcasts until 14 June, when General Menéndez ordered Captain Melbourne Hussey to organize a meeting with the British negotiating team as soon as possible.

Surrender document

Colonel Rose, Captain Bell and their Signaller boarded a Gazelle and flew to Stanley where they were met by Captain Hussey at 1500 hrs. Captain Hussey took the British to the Secretariat where they met General Menéndez. Colonel Rose saluted him as the senior officer present and then the talks began. Eventually it was time to call General Moore who arrived at 2300 hrs Zulu. The surrender document was signed at 2359 hrs Zulu or 2059 local, and the war was officially over. On 15 June 2 and 3 Para moved into Stanley and the Royal Marines followed shortly after, where they stayed until they were returned to the UK. 5 Brigade were disappointed not to be able to stay in Stanley, simply because there was no room. Instead, the Gurkhas returned to Goose Green and the rest to Fitzroy. After the war was over there was the problem of the 12,000 or so Argentinian prisoners. Firstly, the tents intended to house them had been sunk on the Atlantic Conveyor, and with the winter weather now worsening, there was a real danger of exposure casualties among the prisoners. They were assembled at Stanley airfield, then repatriated back to Argentina as quickly as possible on ships such as Canberra and the Norland, the majority being shipped back to Argentina within three days of the surrender. The Argentine units on West Falkland, at Port Howard



Raising the Standard. The Royal Marines outside Government House, Stanley.

and Fox Bay, were dealt with by the Royal Marines of 40 Commando and HMS Avenger. The Marines of B Company crossed Falkland Sound by helicopter and trawler during the afternoon, an earlier attempt to cross by landing craft having turned back due to bad weather. On arriving in Port Howard, they accepted the surrender of the Argentine 5th Regiment, who were described as being hungry and demoralised. At Fox Bay, Lieutenant Commander Tony Bolingbroke took four lightly armed men into the settlement by helicopter and accepted the surrender of the 8th Regiment. Finally, Captain Chris Nunn of 42 Commando sailed in HMS Endurance with some of M Company to the South Sandwich Islands, and removed the eleven members of an Argentine scientific and weather team from Cook Island. Thus the last Argentinians were evicted from British territory.

Democratic election

The Falklands War cost the lives of 255 members of the British Forces, approximately 746 Argentinians and three civilian Falkland Islanders. Many people at the time and afterwards have

questioned the need for the conflict to be fought at all, or stated it was a politically motivated action. The fact of the matter is that a democratic territory for which Britain was responsible had been invaded, and the citizens forced to accept a regime they neither recognised nor wanted.

A response, diplomatic at first, and then with military force when this was rejected out of hand, was inevitable and necessary. If the history of the twentieth century teaches us anything, it is that tyranny breeds further tyranny, and that allowance of a single illegal, despotic action will only result in yet more, ever worsening, from the perpetrators and encourage others of similar intent. The fact that the majority of the Argentine people did not agree with the decisions of the Junta was amply demonstrated by their rapid removal from power, an overthrow that resulted in an end to the oppression that had been perpetrated within their own country. The following year saw a democratic election take place, so it is only fair to say that one result of the Falklands conflict was the liberation of the Argentine people.

Source: Essential Histories, The Falklands War 1982.



3 Para celebrate victory at Stanley.



THERE THEN, HERE NOW

In 1982, SSAFA, the Armed Forces charity helped support all those who were part of the Falklands Taskforce. Those incredible members of the Royal Navy, Army and Royal Air Force and their families affected by the conflict received practical, emotional or financial support they deserved. And we still provide it today.

Whether you needed help then or do so now, reach out to Forcesline for free and confidential help that lasts - **don't keep quiet, talk to us.**

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09:00 to 17:30 Or get in touch online at
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40
FALKLANDS
1982 - 2022

HOMeward BOUND POST CONFLICT

Once the Falkland Islands had been retaken and British Forces were established at Port Stanley, problem of re-supplying the Garrison arose. Initially, this was overcome very quickly by the provision of an Air To Air Refuelling capability and refuelling from a Victor aircraft during the flight from Ascension to the Falklands.

There were problems in refuelling from the Victor Tankers caused by the difference in aircraft speeds, and it was decided to convert a small number of Hercules to the tanker configuration. 24 Squadron crews were in the forefront of this developing role. When the Air Bridge flights from Ascension to Port Stanley began in June 1982, the Squadron was committed to providing tanker crews at Ascension in support of the freighter crews flying into Stanley.

RAF Lyneham

In October 1982, the Squadron, together with 30 Squadron, began the detachment of tanker crews to RAF Stanley to support the defence of the islands by Phantom and Harrier aircraft. In addition to the air to air refuelling role, the detachment was also involved in conducting Maritime Surveillance of the Falkland Islands Protection Zone, air-dropping supplies and mail to troops on South Georgia, and providing long-range Search and Rescue cover for all military operations in the area. The regular Air Bridge flights to the South Atlantic ceased in 1989 with the introduction of the Tri-Star freighter. The last of the regular Hercules Air Bridge flights took place in February 1989, and was flown by a No 24 Squadron crew. The Hercules South Atlantic detachment commitment has now passed over to 47 and 70 Squadrons, also RAF Lyneham based Hercules Squadrons. The last No 24 Squadron crew to be detached to the South Atlantic completed their now 6 week tour of duty in April 1999.



VC10

Although the South Atlantic took a number of our crews away, other events throughout the world continued to provide their share of the Squadron tasking. The delivery of supplies to famine-stricken Ethiopia in 1985, the support of the Royal Navy minesweeper force in the Gulf during the Iran-Iraq war and rescue operations in the Caribbean in the aftermath of Hurricane Hugo in 1989 were but a few of the many and varied tasks the Squadron was called upon to carry out in the late 1980s. Hercules and VC10 transports flew over 500 sorties to Ascension by the end of the war to bring in more than 5,000 people and 6,000 tons of freight.

The Hercules, some the lengthened C.3's, but mostly C.1's, were from the pool of over fifty aircraft of 24, 30, 47 and 70 Sqdns of the Lyneham Transport Wing. The first two squadrons concentrated on the UK/Ascension airbridge and the other two on missions south, and by the end of the war, six aircraft had been fitted for in-flight refuelling to extend their range. As well as flying to Ascension, the thirteen VC.10 passenger aircraft of 10 Sqdn from Brize Norton later returned with ship's survivors, and from

Montevideo, brought back prisoners and deportees from the Falklands and South Georgia and wounded men from battle. They also continued to fly the Atlantic to the United States. Extra transport capacity was provided by chartered Boeing 707's and five ex-RAF Belfast freighters.

Ascension-based Aircraft and Units

On their way south in early May, three Harrier GR.3's of 1 (Fighter) Sqdn were retained at Wideawake for air defence, but later relieved by three supersonic Phantom FGR.2's of 29(F) Sqdn from RAF Coningsby. By then, and with the shortage of helicopters on the island, a Sea King HAR.3 of 202 Air-Sea Rescue Sqdn had joined a Chinook of 18 Sqn. Apart from units responsible for air movements, communications and supply, the RAF also took on ground defence with the arrival of HQ Unit, 3 Wing and Field Flight, 15 Sqdn of the RAF Regt. By the time of the surrender, a number of ships are already well on their way north or have reached the UK, including nuclear submarine "Splendid", destroyer "Glasgow", frigates "Alacrity" and "Argonaut", RFA "Fort Austin", some of the BP tankers and the



Hercules refuelling mid-Atlantic (Tony Talbott)



VC-10 (MoD/RAF).



HMS Broadsword (shot down 4 Argentine aircraft) (MoD/RN)

"Queen Elizabeth 2" to her great welcome. Although more ships will soon follow, a first priority is to start getting the land forces home as soon as "Canberra" and "Norland" have played their part in taking the large number of Argentine POW's off Britain's hands and back to their homeland.

Sadly not returning

First to leave were 3 Cdo Bde and the attached paras, with 5th Infantry staying on (most of 2nd Scots Guards moving to West Falkland) until the arrival of the first garrison troops, 1st Battalion, The Queen's Own Highlanders who reached the Falklands in mid-July on "Norland" Some ships would sadly not be returning - destroyers "Coventry" and "Sheffield", frigates "Antelope" and "Ardent", LSL "Sir Galahad" and the "Atlantic Conveyor" - but by the end of August, most of the others have left the Falklands area (some later make a second trip) to be replaced by a smaller number of destroyers and frigates and other vessels mostly on their first journey south. Amongst these are the four merchantmen, two minesweepers and their support ship "St Helena"

all of which sailed from the UK before the surrender. MCMS "Brecon" and "Ledbury" arrive in early July to relieve the five minesweeping trawlers, and spend the next five weeks hunting for any ground mines laid by the Argentines, none of which are found.

HMS Broadsword

Of the major warships, assault ships "Fearless" and "Intrepid" set sail a week and a half after the surrender, and arrive at Portsmouth on the 14th July after first unloading marines and Sea Kings of No.846 NAS at Devonport. As for the carriers, until the arrival of the RAF Phantoms at Stanley, only their Harriers can provide much of the air defence still needed by the Falklands. Following the surrender, "Invincible's" first priority is to sail well clear to the north, escorted by frigate "Andromeda" in order to change a main engine. "Hermes" remains behind until "Invincible" is back, and on the 4th July sails with escort "Broadsword" for Portsmouth, arriving on the 21st to another great welcome. Well before then, on the 2nd July, Admiral Woodward is relieved as Task Group commander by Rear Admiral Reffell flying his flag on destroyer "Bristol".

HMS Invincible & HMS Illustrious

But there is no relief for "Invincible" which has to await the arrival of newly-commissioned sister ship "Illustrious" carrying a reformed No.809 Sea Harrier squadron and the first early airborne warning Sea Kings. Reaching the Falklands on the 27th August, and after a day's vertrep, "Invincible" is at last able to head north on the 28th accompanied by "Bristol" and later RFA "Olna", arriving at Portsmouth on the 17th September to be met by Her Majesty Queen Elizabeth II. After 166 days at sea, "Invincible" claims the record for the longest continuous carrier operations ever.

Source: Essential Histories, The Falklands War 1982

RAF Gallantry Awards for Hercules missions from Ascension by 47 Sqn RAF

Flt Lt H C Burgoyne (AFC) RAF
Sqn Ldr A M Roberts (AFC) RAF

Victory Parade in London

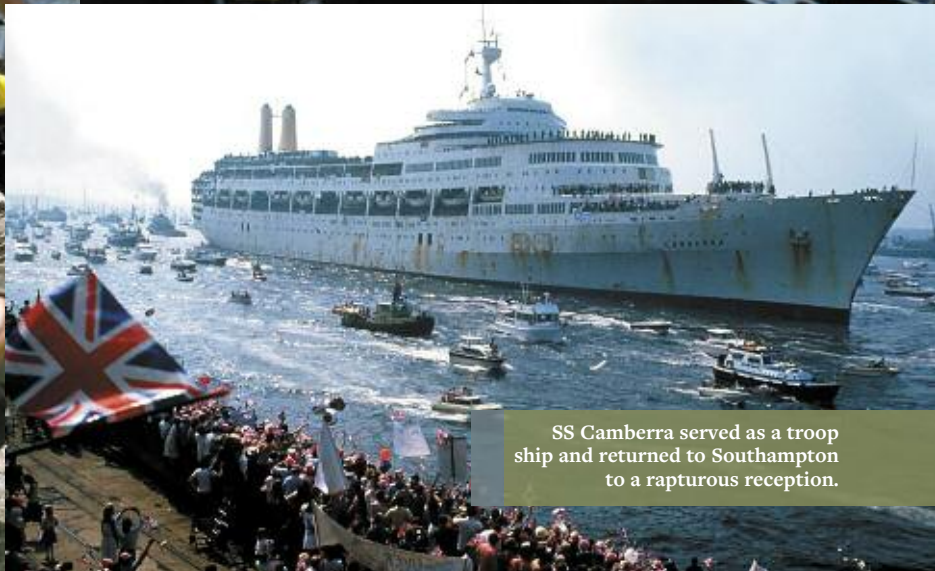


FAREWELLS & HOMECOMINGS ^{KB}



Saying Goodbye... Garry Hearn (right) with his brother's girlfriend Sandra, and Michael (left) with Garry's Wife Faye. 12th May, 1982.

7 Gurkha Rifles board the liner RMS Queen Elizabeth 2 at Southampton before sailing to South Georgia



SS Camberra served as a troop ship and returned to Southampton to a rapturous reception.



HMS Hermes arriving at Portsmouth



'MUCH ABIDES'

The Reverend David Cooper

Padre, 2nd Bn the Parachute Regiment (2 PARA) 1982

Dawn came on a grey morning on Darwin Hill. Day 2 of the battle that became known by its objective - Goose Green. I had managed to get some sleep, lying on the burned gorse where there was still some residual warmth. Overnight there had been a ceasefire whilst the answer to the demand to surrender that had been sent to the Argentine commander was awaited. I looked around me. Close by were the bodies of some of our dead, including Colonel 'H' and others, including one good friend and several others with whom I had a friendship that had brought much to my life. They had been laid out alongside each other and groundsheets put over their bodies. The groundsheets weren't quite big enough to cover the entire body and their feet and boots were sticking out.

I looked at them and decided that nothing was worth that sacrifice.

Some hours later, after the Argentine surrender, we occupied the settlement and opened the door of the community hall. As the released islanders emerged, of varying age and both sexes; taken from their homes and locked up by the Argentine authorities at short notice for something like the past thirty days, to find that their homes were not habitable until all the booby traps that had been left there were removed, I began to revise my opinion. Perhaps, after all, there was only one way to speak to a gang in government that could be so devoid of civilised, let alone diplomatic, behaviour. The price of that voice was shown by the boots of my dead friends lying out under a groundsheet on Darwin Hill.



David taking service from the top of a Land Rover outside the Village Hall in Goose Green following the Battle of Goose Green.

Forty years on and I now see the Islands at peace and living a life that only the Task Force of 1982 could have enabled. And the environment that has followed in which freedom of choice could develop and prosper has been utilised to the full. The islanders, from those who lived through the occupation and showed such fortitude and dignity under the most trying of circumstances, to those who have come after, have more than rewarded those of us of the Task Force by their gratitude and determination to build on the foundation that the peace that followed the conflict has provided. And who have kept in mind the cost paid by those of the Task Force and islanders who lost their lives; and others who carry the scars, physical and mental, to this day, including the bereaved families of those who lost their lives.

Conflicts that have followed that of 1982 have showed that it is a very difficult matter to turn the subsequent peace into a benefit for a population. It is to the credit of the islanders and others that this is and has been done on the islands. For me, and I suspect the majority of those veterans who were involved, we could have no better thanks and reward than what we see on the islands today.

Was it worth it? Yes, more than any words I can write underline that belief.

David Cooper

David Cooper 2022

IN REMEMBRANCE

THE FALKLANDS CONFLICT ROLL OF HONOUR

THEIR NAME LIVETH FOREVER MORE

PRIVATE RICHARD J. ABSOLON POAEM(L) MICHAEL J ADCOCK AEM(R)1 ADRIAN J ANSLOW
MEM(M)1 FRANK O ARMES ABLE SEAMAN DEREK D ARMSTRONG A/CPL RAYMOND E ARMSTRONG
A/SGT JOHN L ARTHY A/WO1 MALCOLM ATKINSON

STAFF SGT JOHN I BAKER LT COMMANDER DAVID I BALFOUR LT COMMANDER RICHARD W BANFIELD
ABLE SEAMAN ANDREW R BARR LIEUTENANT JAMES A BARRY LT COMMANDER GORDON W J BATT
A/CPL WILLIAM BEGLEY L/CORPORAL GARY D BINGLEY AB(R) IAN M BOLDY
POMEM(M) DAVID R BRIGGS POAEM(M) PETER BROUARD CORPORAL J.G. BROWNING
PRIVATE GERALD BULL L/CPL BARRY C BULLERS A/SGT PAUL A BUNKER
L/CORPORAL ANTHONY BURKE A/CPL ROBERT BURNS PRIVATE JASON S BURT

ACWEA JOHN D L CADDY MARINE PAUL D CALLAN MEM(M) PAUL B CALLUS
L/SERGEANT JAMES R CARLYLE POACMN KEVIN S CASEY ELECT FITTER DIS LEUNG CHAU, MERCHANT NAVY
BOSUN YU SIK CHEE, MERCHANT NAVY L/CPL SIMON J COCKTON PRIVATE ALBERT M CONNETT
CATERING ASSISTANT DARRYL COPE L/CORPORAL ANTHONY CORK PRIVATE JONATHAN D CROW
SERGEANT PHILIP P CURRASS LIEUTENANT WILLIAM A CURTIS

GUARDSMAN IAN A DALE A/SGT SID A I DAVIDSON MARINE COLIN DAVISON
APOCA STEPHEN R DAWSON GUARDSMAN D J DENHOLM CAPTAIN CHRISTOPHER DENT
PRIVATE STEPHEN J DIXON AWEM(R) JOHN K DOBSON BOSUN JOHN DOBSON, MERCHANT NAVY
PRIVATE MARK S DODSWORTH COOK RICHARD J S DUNKERLEY GUARDSMAN MICHAEL J DUNPHY

COOK BRIAN EASTON GUARDSMAN PETER EDWARDS WEA1 ANTHONY C EGGINGTON
SERGEANT CLIFFORD ELLEY SUB LIEUTENANT RICHARD C EMLY SERGEANT ROGER ENEFER
SERGEANT ANDREW P EVANS CORPORAL KENNETH EVANS LT COMMANDER JOHN E EYTON-JONES

PETTY OFFICER ROBERT FAGAN BUTCHER DIS SUNG YUK FAI, MERCHANT NAVY
L/CORPORAL IAN R FARRELL C/SERGEANT GORDON P M FINDLAY CORPORAL PETER R FITTON
CPOWTR EDMUND FLANAGAN PRIVATE MARK W FLETCHER A/LDG COOK MICHAEL P FOOTE
MEM(M)2 STEPHEN H FORD MAJOR MICHAEL L FORGE MECHANIC FRANK FOULKES, MERCHANT NAVY
PO(S) MICHAEL G FOWLER LIEUTENANT KENNETH D FRANCIS

WO2 LAURENCE GALLAGHER SAPPER PRADEEP K GHANDI GUARDSMAN MARK GIBBY
L/CPL BRETT P GIFFIN COOK NEIL A GOODALL GUARDSMAN GLENN C GRACE
GUARDSMAN PAUL GREEN PRIVATE ANTHONY D GREENWOOD S/SERGEANT CHRISTOPHER A GRIFFEN
MARINE ROBERT D GRIFFIN GUARDSMAN GARETH M GRIFFITHS PRIVATE NEIL GROSE

3RD ENG OFFICER CHRISTOPHER HAILWOOD, MERCHANT NAVY WEM(O)1 IAN P HALL
 CAPTAIN GAVIN J HAMILTON A/STEWARD SHAUN HANSON
 CORPORAL DAVID HARDMAN A/SGT WILLIAM C HATTON STD DAVID HAWKINS, MERCHANT NAVY
 FLT LIEUTENANT GARTH W HAWKINS ABLE SEAMAN SEAN K HAYWARD LIEUTENANT RODNEY R HEATH
 PRIVATE PETER J HEDICKER AEM(M) MARK HENDERSON 2ND ENG PAUL HENRY
 AB(EW) STEPHEN HEYES L/CORPORAL P D HIGGS AEM(R)1 BRIAN P HINGE
 PRIVATE MARK HOLMAN-SMITH 1ST RADIO OFFICER RONALD R HOOLE CORPORAL STEPHEN HOPE
 GUARDSMAN DENIS N HUGHES MECHANIC JAMES HUGHES, MERCHANT NAVY
 GUARDSMAN GARETH HUGHES A/SGT WILLIAM HUGHES A/SGT IAN N HUNT
 PRIVATE STEPHEN ILLINGSWORTH

MEA(P) ALEXANDER S JAMES GUARDSMAN BRIAN JASPER PRIVATE TIMOTHY R JENKINS
 C/SGT BRIAN R JOHNSTON SAPPER CHRISTOPHER A JONES PRIVATE CRAIG D JONES
 PRIVATE MICHAEL A JONES LIEUTENANT COLONEL HERBERT (H) JONES A/SGT PHILIP JONES

YEUNG SWI KAMI, MERCHANT NAVY GUARDSMAN ANTHONY KEEBLE L/SERGEANT KEVIN KEOGHANE
 LAUNDRYMAN LAI CHI KEUNG, MERCHANT NAVY LMEM(M) ALLAN J KNOWLES
 LAUNDRYMAN KYE BEN KWO, MERCHANT NAVY

MEMORIALS



GOOSE GREEN



MOUNT LONGDON



TUMBLEDOWN

PRIVATE STEWART I LAING WEM(R)1 SIMON J LAWSON LACAEMN DAVID LEE
 SERGEANT ROBERT A LEEMING MEM(M)2 ALISTAIR R LEIGHTON CHAU LEUNG L/CPL PAUL LIGHTFOOT
 L/CPL BUDHAPARSAD LIMBU CORPORAL MICHAEL D LOVE L/CORPORAL CHRISTOPHER K LOVETT
 MARINE STEPHEN G MCANDREWS AEMN(I) ALLAN MCAULEY CORPORAL KEITH J MCCARTHY
 AEA(M)2 KELVIN I MCCALLUM CORPORAL DOUGLAS F MACCORMACK A/CPL MICHAEL MCHUGH
 C/SGT IAN J MCKAY L/CPL PETER B MCKAY CORPORAL STEWART P F MCLAUGHLIN
 CORPORAL ANDREW G MCILVENNY MARINE GORDON C MACPHERSON COOK BRIAN G MALCOLM
 GUARDSMAN DAVID MALCOLMSON GUARDSMAN MICHAEL J MARKS NA(AH)1 BRIAN MARSDEN
 LDG. COOK A MARSHALL PRIVATE THOMAS MECHAN CORPORAL MICHAEL MELIA
 PRIVATE P W MIDDLEWICK ALMEM(M) DAVID MILLER L/SGT CLARK MITCHELL
 GUARDSMAN CHRISTOPHER MORDECAI 3RD ENG OFF ANDREW MORRIS
 A/LS(R) MICHAEL S MULLEN L/CORPORAL JAMES H MURDOCH LIEUTENANT BRIAN MURPHY

LPT GARY T NELSON L/CORPORAL STEPHEN J NEWBURY A/CPL JOHN NEWTON
SEAMAN NG POR, MERCHANT NAVY GUARDSMAN GARETH D NICHOLSON POWEM ANTHONY R NORMAN
CAPTAIN IAN NORTH, MERCHANT NAVY MARINE MICHAEL J NOWAK LIEUTENANT RICHARD J NUNN
MAJOR ROGER NUTBEEM

A/WO2 SGT PATRICK O'CONNOR COOK DAVID E OSBORNE AWEM(N)1 DAVID J A OZBIRN

APOWEM(R) ANDREW K PALMER PRIVATE DAVID A PARR GUARDSMAN COLIN C PARSONS
L/CORPORAL JOHN B PASHLEY MEM(M)2 TERENCE W PERKINS GUARDSMAN EIRWYN J PHILLIPS
MARINE KEITH PHILLIPS GUARDSMAN GARETH W POOLE
STAFF SERGEANT JAMES PRESCOTT PRIVATE KENNETH PRESTON CORPORAL STEPHEN R PRIOR
LAEM(L) DONALD L PRYCE

GUARDSMAN JAMES B C REYNOLDS COOK JOHN R ROBERTS LT COMMANDER GLEN S ROBINSON-MOLTKE
CRAFTSMAN MARK W ROLLINS SERGEANT RONALD J ROTHERHAM GUARDSMAN NIGEL A ROWBERRY
MARINE ANTHONY J RUNDLE

L/COOK MARK SAMBLES L/CORPORAL DAVID E SCOTT PRIVATE IAN P SCRIVENS
LT COMMANDER JOHN M SEPHTON CRAFTSMAN ALEXANDER SHAW
SEAMAN CHAN CHAI SING, MERCHANT NAVY L/COOK ANTHONY E SILLENCE SERGEANT JOHN SIMEON
PRIVATE FRANCIS SLOUGH CORPORAL JEREMY SMITH L/CORPORAL NIGEL R SMITH
CORPORAL IAN F SPENCER STEWARD MARK R STEPHENS L/RO(W) BERNARD J STILL
GUARDSMAN ARCHIBALD G STIRLING MEA2 GEOFFREY L J STOCKWELL L/CPL ANTHONY R STREATFIELD
AWEA1 DAVID A STRICKLAND STEWARD JOHN STROUD S(M) MATTHEW J STUART
WEA1 KEVIN SULLIVAN CPL PAUL S SULLIVAN AAB(EW) ADRIAN D SUNDERLAND
YUK FAI SUNG COOK ANDREW SWALLOW L/CPL PHILIP A SWEET CORPORAL STEPHEN J G SYKES

GUARDSMAN RONALD TANBINI SAPPER WAYNE D TARBARD LIEUTENANT NICHOLAS TAYLOR
L/CPL CHRISTOPHER C THOMAS GUARDSMAN GLYN K THOMAS L/CPL NICHOLAS D M THOMAS
GUARDSMAN RAYMOUND G THOMAS ACWEMN MICHAEL TILL LIEUTENANT DAVID H R TINKER
MEM(M)2 STEPHEN TONKIN A/COOK IAN E TURNBULL

CORPORAL ANDREW B UREN

POACMN COLLIN P VICKERS MECHANIC ERNEST VICKERS, MERCHANT NAVY

GUARDSMAN ANDREW WALKER WEMN2 BARRY J WALLIS CORPORAL EDWARD T WALPOLE
L/CPL CHRISTOPHER F WARD CORPORAL LAURENCE G WATTS
GUARDSMAN JAMES F WEAVER MASTER-AT-ARMS BRIAN WELSH LDG COOK ADRIAN K WELLSTEAD
PRIVATE PHILIP A WEST WEA2 PHILIP P WHITE ALMEM(M) STEPHEN J WHITE
ALMEM(L) GARRY WHITFORD WO2 DANIEL WIGHT SERGEANT MALCOLM WIGLEY
GUARDSMAN DAVID R WILLIAMS MEM(M)1 GILBERT S WILLIAMS WEA/APP IAN R WILLIAMS
COOK KEVIN J WILLIAMS MARINE DAVID WILSON CORPORAL SCOTT WILSON
CAPTAIN DAVID A WOOD LT COMMANDER JOHN S WOODHEAD

CIVILIANS

DOREEN BONNER MARY GOODWIN SUSAN WHITLEY

HISTORICAL DATES

1592

First recorded sighting on August 14, by English sea captain John Davis in the ship 'Desire'.



1690

First recorded landing made by English navigator, Captain John Strong in his ship the 'Welfare'. He named the channel dividing the two main islands 'Falkland Sound' after Viscount Falkland, then Treasurer of the Royal Navy.

Over the years several French ships visited the Islands, which they called Les Iles Malouines after the French port of St. Malo.

1740

Lord Anson passed the Islands on an exploration voyage and urged Britain to consider them as a preliminary step to establishing a base near Cape Horn.

1764

The French diplomat and explorer, Louis Antoine de Bougainville, established a settlement at Port Louis on East Falkland.

1765

Unaware of the French settlement, Commodore John Byron landed at Port Egmont on West Falkland and took possession of the Islands for the British Crown.

1766

Captain John MacBride established a British settlement at Port Egmont.

The Spanish Government protested about the French settlement and Bougainville was forced to surrender his interests in the Islands in return for an agreed sum of money. A Spanish Governor was appointed and Port Louis was renamed Puerto de la Soledad, placed under the jurisdiction of the Captain-General of Buenos Aires; then a Spanish colony.

1770

British forced from Port Egmont by the Spanish.

1771

Serious diplomatic negotiations involving Britain, Spain and France produce the Exchange of Declarations, whereby Port Egmont was restored to Britain.

1774

Britain withdrew from Port Egmont on economic grounds as part of a redeployment of forces due to the approaching American War of Independence, leaving behind a plaque as the mark of continuing British sovereignty.

1811

The Spanish garrison withdrew from Puerto de la Soledad. At this time, South American colonies were in a state of revolt against Spain.

1816

The provinces which constituted the old Spanish vice-royalty declared independence from Spain as the United Provinces of the River Plate.

1820

A Buenos Aires privateer claimed the Falkland Islands in what was probably an unauthorised act – which was never reported to the Buenos Aires government. No occupation followed this.

1823

A private attempt was made to establish a settlement on the Islands, but this failed after a few months. The organisers requested the Buenos Aires government to appoint one of their employees the unpaid 'Commander' of the settlement.

1825

Britain and the Government of Buenos Aires signed a Treaty of Amity, Trade and Navigation. No reference was made to the Falkland Islands.

1826

Louis Vernet, a naturalised citizen of Buenos Aires (originally French with German connections), undertook a private venture and established a new settlement at Puerto de la Soledad.

1829

Buenos Aires appointed Vernet unpaid Commander of his concession in the Falkland Islands and Tierra del Fuego, on the grounds that they claimed all rights in the region previously exercised by Spain. Britain registered a formal protest, asserting her own sovereignty over the Falkland Islands.

Vernet made the first of several approaches to Britain then to re-assert its sovereignty over the Islands. Earlier he had got the British Consul in Buenos Aires to countersign his land grants.

1831

Vernet seized three American sealing ships, in an attempt to control fishing in Falkland waters. In retaliation, the US sloop Lexington destroyed Puerto de la Soledad, and proclaimed the Islands 'free of all government'. Most of the settlers were persuaded to leave on board the Lexington.

1832

Diplomatic relations between the US and Argentina broke down until 1844. Supporting Britain, the US questioned the claim that all Spanish possessions had been transferred to the Government of Buenos Aires and confirmed its use of the Falklands as a fishing base for over 50 years. The US declared that Spain had exercised no sovereignty over several coasts to which Buenos Aires claimed to be heir, including Patagonia.

Buenos Aires appointed an interim Commander to the Islands, Commander Mestivier, who arrived (with a tiny garrison and some convicts) about a month before Britain re-asserted its claim at Port Egmont.

1833

Commander Mestivier had been murdered by his own men by the time Captain Onslow sailed from Port Egmont in the warship Clio and took over Port Louis, claiming the Islands for Britain.

Buenos Aires protested, only to be told: "The British Government upon this occasion has only exercised its full and undoubted right ... The British Government at one time thought it inexpedient to maintain any Garrison in those Islands: It has

now altered its views, and has deemed it proper to establish a Post there."

Since this time, British administration has remained unbroken apart from a ten week Argentine occupation in 1982.

1845

Stanley officially became the capital of the Islands when Governor Moody moved the administration from Port Louis. The capital was so named after the Colonial Secretary of the day, Edward Geoffrey Smith Stanley, 14th Earl of Derby.

1914

Battle of the Falkland Islands, one of the major naval engagements of the First World War in which British victory secured the Cape Horn passage for the remainder of the war.

1965

United Nations Assembly passed Resolution 2065, following lobbying by Argentina. This reminded members of the organisation's pledge to end all forms of colonialism. Argentine and British Governments were called upon to negotiate a peaceful solution to the sovereignty dispute, bringing the issue to international attention formally for the first time.

1966

Through diplomatic channels, Britain and Argentina began discussions in response to UN Assembly pressure.

1967

The Falkland Islands Emergency Committee was set up by influential supporters in the UK to lobby the British Government against any weakening on the sovereignty issue. In April, the Foreign Secretary assured the House of Commons that the Islanders' interests were paramount in any discussions with Argentina.

1971

Communications Agreement was signed by the British and Argentine governments whereby external communications would be provided to the Falkland Islands by Argentina.

1982

On 2 April Argentina invaded the Falkland Islands and diplomatic relations between the two nations were broken off. Argentine troops occupied the Islands for ten weeks before being defeated by the British. The Argentines surrendered on 14 June, now known as Liberation Day.

1990

Diplomatic relations between Britain and Argentina were restored.

1999

At the instigation of Falkland Islands Councillors, a Joint Statement was signed between the British and Argentine Governments on 14 July. This was designed 'to build confidence and reduce tension' between the Islands and Argentina. Two Councillors from the Islands witnessed the signing on behalf of the Falkland Islands Government.

2022

Fortieth Anniversary of the Falklands War.



FORCES CHARITY DIRECTORY

South Atlantic Medal Association (82)
www.sama82.org.uk

Falklands Veterans Foundation
www.falklandsveterans.org.uk

ABF The Soldiers' Charity
www.soldierscharity.org

RAF Benevolent Fund
www.rafbf.org

Leonard Cheshire Disability
www.leonardcheshire.org;

Armed Forces Christian Union
www.afcu.org.uk

Army Families Federation
www.aff.org.uk

Army Welfare Service
www.army.mod.uk/people/support-well/the-army-welfare-service-aws

Blind Veterans UK
www.blindveterans.org.uk

British Limbless Ex-Service Men's Association
www.blesma.org

CESSA Housing Association
www.cessaha.co.uk

Children's Education Advisory Service
DCYP-CEAS-Enquiries@mod.gov.uk

Erskine Hospital
www.erskine.org.uk

Ex-Services Mental Welfare Society
www.combatstress.org.uk

Felix Fund
www.felixfund.org.uk

Forcesline
UK: 0800 260 6767
Cyprus: 800 91065
Rest of the world: +44 (0)207 463 9292

Forces Children's Trust
www.forceschildrenstrust.org.uk

Forces In Mind Trust
www.fim-trust.org

The Gurkha Welfare Trust
www.gwt.org.uk

Haig Homes
www.haighousing.org.uk

Help for Heroes
www.helpforheroes.org.uk

Heroes Welcome
www.heroeswelcome.co.uk

Joint Service Housing Advice Office
<https://www.gov.uk/government/collections/joint-service-housing-advice-office-jshao>

Mutual Support (Multiple Sclerosis group)
www.mutual-support.org.uk

National Gulf Veterans' and Families' Association
www.ngvfa.org.uk

The Naval Children's Charity
www.navalchildrenscharity.org.uk

The Not Forgotten
www.thenotforgotten.org

The Poppy Factory
www.poppyfactory.org

Poppyscotland
www.poppyscotland.org.uk

Royal British Legion
www.britishlegion.org.uk

Royal British Legion Scotland
www.legionscotland.org.uk

RAF Association
www.rafa.org.uk

The Royal Marines Charity
www.rma-trmc.org

The Royal Naval Benevolent Trust
www.rnbt.org.uk

Royal Navy & Royal Marines Charity
www.rnrmc.org.uk

Royal Star & Garter
www.starandgarter.org

Scottish Veterans' Residences
www.svronline.org

SSAFA
www.ssafa.org.uk

STOLL
www.stoll.org.uk

Troop Aid
www.troopaid.info;

Veterans UK
<https://www.gov.uk/government/organisations/veterans-uk>

The War Widows' Association
www.warwidows.org.uk

THE ARGENTINE FALLEN

IN REMEMBRANCE - EN RECUERDO



The Falklands Memorial Wall, Buenos Aires.

In memory of the 655 Argentine war dead. One might feel a little sympathy for the commanders but much compassion for the ordinary soldiers left stranded on the Falkland Islands to face a series of battles which ended in defeat and surrender. The Argentines for the most part conducted themselves with some bravery and honour.

Looking at the different services, the heaviest losses of both sides were at sea, with 323 Argentine deaths on the General Belgrano, 21 on the Isla de los Essados, 8 on the Alferes Sobral and one each on the Narwal and Rio Iguazu off the Falklands and on the Guerrico and Santa Fe in South Georgia - a total of 356. (The British deaths at sea or on ships bombed in Falkland harbours were 197 men.)

Other naval deaths were four naval pilots and one seaman from a small naval detachment ashore at Fox Bay who probably died as a result of British naval shelling.

The fatal casualties of the Army, the Marines and the Gendarmeria Nacional in land action numbered 239 - one in the initial landing in Stanley, 2 in South Georgia, 228 in the main campaign in the Falklands and 8 in a helicopter which crashed while searching for a suspected British landing party on the mainland. (British fatal casualties on land were 82.) The Argentine deaths in the main land campaign can be subdivided as follows:

Infantry	165 (including marines)
Artillery	18 (11 anti-aircraft, 7 field)
Special forces	12
Engineers	7
Helicopter crews	6
Others	20

The heaviest losing units were obviously those directly facing British attacks:

7th Regiment	36 (Mount Longdon and Wireless Ridge)
12th Regiment	35 (Goose Green)
4th Regiment	23 (Two Sisters and Mount Harriet)
5th Marines	17 (Tumbledown and Sapper Hill)

The total number of Argentine pilots and other aircrew killed was 45 - 41 air force men and 4 from the naval air arm. (Four British pilots were killed, one by ground fire at Goose Green and three in accidents. The figures of both sides quoted here do not

include casualties in helicopters; the British suffered much heavier casualties in helicopters than did the Argentines.) The Argentine Air Force also had fourteen men killed on the ground in the Falklands, divided, it is believed, between one officer and ten men killed in bombing and shelling incidents and three men killed in the fighting at Goose Green. (Lieutenant Jukic, killed by bombing in his Pucara while trying to take off from Goose Green, is counted as an aircrew casualty.)

The bodies of the dead and of many of the pilots whose planes crashed into the sea were never recovered. The men who died on land in the Falklands remain there. The British traced most of the battlefield graves after the war and offered to return the bodies for burial by families in Argentina, but the Argentine Government refused, stating that the Falklands were Argentine territory and that the bodies should remain there. Pedro Giachino, killed at Government House on 2 April, was the only dead Argentine to be taken home. The British made a cemetery at Darwin and transferred to it the remains of more than 230 bodies. This represents more than 90 per cent of the known Argentine dead. Less than a hundred of the bodies could be identified, the highest number of unidentified being soldiers who did not have reliable identification tags.

Source:
The Argentine Fight For The Falklands, ISBN 9781783032020
Reproduced courtesy Martin Middlebrook.



Argentine Military Cemetery, Darwin

An aerial photograph of a coastal area, likely in the Falkland Islands. The water is a mix of deep blue and white, suggesting waves or rapids. A small, dark island in the center has a large, white cross on it. The overall scene is dramatic and evocative.

Falklands Remembrance Project

70 plus Falkland landowners, including the Falkland Islands Government, have offered 258 currently unnamed coastal areas, ridges, beaches, etc with the plan to name each feature from one of those lost as per the Falklands War 1982 Roll of Honour.

The naming phase will take some time and the Project will plan to be officially completed for Remembrance week 2022.

The RBL in UK have sent information to all family contacts on record, with families opting in if they wish to have their loved ones named. We would be keen to hear from families and relatives if they have not already been in touch through the RBL

For further details contact **Rosemarie King:** prrking@horizon.co.fk

NAAFI provides a range of facilities and services for the Forces community in the Falklands. Delivering resources to the remote South Atlantic archipelago is a major operation, with materials and equipment for recent refits being shipped 8,000 miles in 21 containers.



The ocean liner QE2 set sail for the South Atlantic in 1982

On 12th May 1982, 3,000 Welsh and Scots Guards and Gurkha Rifles embarked on the QE2 at Southampton docks to the sound of military music, brave smiles, cheerful waves and tears. For many there was also a last cup of tea, shared beside the NAAFI wagons standing in the shadow of the great ocean liner.

It was a long day for a small NAAFI (RAOC EFI) team manning the wagons, who were among the first on the scene. At two minutes past four, QE2 slipped her moorings and sailed for less friendly territory, while helicopters hovered above her and those on the dockside waved and cheered until the ship was out of sight.

During the conflict

At sea

National media hailed NAAFI canteen manager, 32-year-old John Leake, as a 'NAAFI Tiger' and hero of the Falkland Islands task force for his part in the battle to save the crippled frigate, HMS Ardent, from further enemy attack. As Argentinian war planes continued firing at the burning, sinking ship, he manned a machine gun in the last act of defiance.

On land

As battle raged, the first NAAFI staff landed at Ajax Bay where they quickly established a bulk issue store. For the next two months they worked from makeshift premises in cold, wet and difficult conditions.

They slept on the floor with only their sleeping bags and the rain would shower down on them through a large hole in the roof. Working diligently throughout the conflict for seven days a week without a break, they moved from job to job enduring the

harsh weather conditions and frequent bombing raids. They did not leave until after the island was safely back in British hands.

Coming home

The team of the NAAFI Club in Portsmouth were on the docks to welcome home the returning troops. They prepared and distributed thousands of snacks and refreshments from the mobile canteen on the jetty including thousands of sausage rolls and scotch eggs, many pounds of apples and of course gallons of piping hot NAAFI tea.

Post conflict

Over 100 NAAFI employees received the South Atlantic medal for service with the task force and many received special recognition for the valuable roles they played during the conflict.

Today

As the UK Armed Forces in-house provider of retail, leisure and soft facilities management, NAAFI continues to support UK Forces communities in the Falklands and across the world. No location is too remote for us to reach, and we pride ourselves on delivering whatever our Armed Forces need, when they need it most.

Giving back is at the heart of everything we do, and all our proceeds go back into supporting our Forces communities across the world whether directly or with grants through the NAAFI Fund.

For more information on NAAFI, details on how to apply for NAAFI funding, or to purchase NAAFI-branded goods,

visit www.naafi.co.uk

PROUD TO SERVE THE FALKLAND ISLANDS



Richard James and Barry Wickenden established Richard James International Ltd (RJI) over 30 years ago. Later to be joined by Richard's son Alex and Barry's daughter Georgina and with a team of professional and dedicated staff, the family business has gone from strength to strength. RJI has established a specialist, niche market, servicing the needs of the British Overseas Territories

in the South Atlantic; Ascension Island, St Helena, Tristan da Cunha the Falkland Islands, as well as to all their UK based ex-pats.

Since establishing our first consolidated containers to the islands in the early nineties, RJI have grown to be the largest independent supplier and shipper to the South Atlantic destinations. RJI has agent partners on Ascension and Tristan da Cunha and employees on both St Helena and the Falkland Islands, who are responsible for receiving and distributing the goods once they arrive on island. As part of our continued expansion and commitment to the Falkland Islands, in late 2020, RJI opened a purpose-built warehouse on the outskirts of Stanley.



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FALKLANDS

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