

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 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.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, London, S.W.1
11th October, 1982

The QUEEN has been graciously pleased to signify her intention of conferring a Peerage of the United Kingdom for Life upon the undermentioned in recognition of service within the operations in the South Atlantic:

*Life Peer
To be a Baron*

Admiral of the Fleet Sir Terence Thornton LEWIN, GCB, MVO, DSC, Lately Chief of the Defence Staff.

NAVY DEPARTMENT

The QUEEN has been graciously pleased to approve the appointments of the undermentioned as Companions of the Distinguished Service Order in recognition of gallant and distinguished service during operations in the South Atlantic:

Distinguished Service Order

Commodore Samuel Clark DUNLOP C.B.E., Royal Fleet Auxiliary.

Commodore Dunlop is the senior officer of the Royal Fleet Auxiliary and the Commanding Officer of RFA FORT AUSTIN. His ship was the first to be deployed south in the operation to regain possession of the Falkland Islands and supported the Task Force throughout the operations. She joined the Amphibious Task Group just before the landing on 21 May 1982. During the five days immediately after this, RFA FORT AUSTIN remained in San Carlos Water operating ASW Sea King helicopters in defence of the Amphibious Operations Area. Those five days saw the Force come under repeated, heavy and fierce air attack. Her ASW Sea Kings flew constantly throughout in their search for submarines.

During this period in particular, and indeed throughout the campaign, Commodore Dunlop displayed considerable qualities of leadership, steadiness and aggression and was an immense inspiration to those under him to maintain the ship's operational efficiency. Commodore Dunlop's devotion to duty and spirit were in the finest traditions of the Service which he leads.

Captain Michael Ernest BARROW, Royal Navy.

Captain Barrow, Commanding Officer of HMS GLAMORGAN, has throughout proved invaluable as a Task Unit Commander (CTU) who can be trusted to interpret a broad directive

intelligently and pursue it through every vicissitude in a totally reliable and professional manner. While not involved in the more spectacular events, he nevertheless successfully led the first gun line off Port Stanley on 1 May 1982. He conducted the entire Bluff Cove/Goose Green landing deception plan, on his own, over seven gruelling nights close in-shore in ill charted waters, thereby surely leaving the enemy in considerable doubt until the morning of D-Day if not later, over the real whereabouts of the landing. Later, he left to undertake the unglamorous task of organising the support ships in the Tug Repair and Logistic Area.

When HMS GLAMORGAN was struck by an Exocet missile, fired from ashore, Captain Barrow's calm and inspiring leadership was reflected in the efficient, workmanlike way in which the ship recovered. The episode also typified the very high degree of operational efficiency which Captain Barrow has achieved in his ship.

His dedication, loyalty, sense of purpose and leadership have kept his ship at the peak of operational efficiency over prolonged periods in the face of the enemy, and the ships around him have drawn strength from his dignity and outstanding example. Without this kind of performance from this kind of officer, the Task Group Commander's business could not be conducted.

Captain John Jeremy BLACK M.B.E., Royal Navy.

Throughout Operation Corporate, Captain Black displayed outstanding qualities of professionalism, leadership and stamina in his command of HMS INVINCIBLE. She shared, with HMS HERMES, the provision of almost all the air power from start to finish, without which the operation could not even have been contemplated. To keep men and machinery operating at the peak of their performance for such an extended period so far away from the home base has required exceptional powers of concentration, man management and perseverance and HMS INVINCIBLE's success owes much to these qualities so abundantly held by her Commanding Officer. In addition, HMS INVINCIBLE had to stay in the South Atlantic after cessation of hostilities, to maintain a presence; in so doing she was continuously at sea for longer than any other RN ship before her. To make this transition from war to "peace" but without the advantage of an early return to the UK required a very special understanding of both men and material and again Captain Black showed outstanding leadership qualities in maintaining the momentum.

Captain William Robert CANNING, Royal Navy.

Captain Canning, Commanding Officer of HMS BROADSWORD, was an outstanding example to all. From the outset, he calmly accepted a difficult and extremely wearying task as a "Carrier Goalkeeper" without demur and with professional skill of the highest order, developing the technique to a fine art, always in the right place at the right time in fair or foul weather for weeks on end. At the same time, he managed his Captain (F) business precisely, keeping his fellow "Goalkeeper", HMS BRILLIANT, firmly directed and well led. His activities in support of the Type 42/22 vessel combination were indefatigable over periods of two lots of two days exposed to the enemy. On the second of these occasions, when in company with HMS COVENTRY, both ships came under enemy air attack and both were hit. One bomb, which passed through BROADSWORD's side and out through the Flight Deck, demolishing a helicopter on the way, fortunately failed to explode. HMS COVENTRY was less fortunate and capsized within 15 minutes.

Despite the damage to his own ship and the high probability of further air attack, Captain Canning directed the rescue of the COVENTRY's survivors with extreme calmness and bravery and his exemplary behaviour under fire and in the face of disaster was noted by all who heard his voice, quietly managing and reporting events as they occurred. This was the cool professional entirely in charge of himself, even after four days of gruelling and bloody work protecting the ships in the Amphibious Operating Area whilst under repeated heavy air attack.

HMS BROADSWORD saw more enemy action than most and her outstanding contribution to the success of the Falkland Islands Operation owed much to Captain Canning's brave and inspiring leadership under the most testing conditions.

Captain John Francis COWARD, Royal Navy.

As the Commanding Officer of HMS BRILLIANT Captain Coward was involved in many of the significant incidents during Operation Corporate. This was not coincidence, but a reflection on the outstanding initiative, determination and bravery which he displayed at every stage of the operation. He took HMS BRILLIANT to South Georgia to join in the final stages of Operation Paraquet and contributed markedly to the success of the operation, particularly with regard to the determined and professional handling of his ship which led to the attack on and subsequent capture of the Argentinian submarine SANTA FE. After South Georgia he rejoined the remainder of the battle group as quickly