

Initially, in getting onto and amongst the rocky crags of Mount Harriet, they achieved brilliant surprise. Thereafter, a fierce attack erupted and Corporal Newland's Section were pinned down by enemy machine gun fire from a cliff above.

Ignoring the obvious dangers, Corporal Newland scaled the cliff and, single-handed, attacked the enemy with bullet and grenade. Although wounded in both legs he continued to engage the enemy and direct his Section onto their position.

Corporal Harry SIDDALL, Royal Marines, P027128B.

On the morning of 12th June 1982, 45 Commando Group had secured their objective of the Two Sisters hill. It was thought that a possible enemy mortar position was situated at the base of a forward slope in the van of enemy positions on Tumbledown Mount. Corporal Siddall, "Y Coy" and Bombardier Holt went forward to attempt to identify the base plate positions.

Because of difficult terrain and lack of routes Corporal Siddall left his section to his rear in a firm base. From his forward position he heard enemy approaching. When the four man patrol closed he opened fire, killing one man, and capturing the remaining three, one of whom was wounded.

Corporal Siddall's sustained qualities of leadership and determination showed a complete indifference to adverse conditions and his personal safety.

Corporal Chrystie Nigel Hanslip WARD, Royal Marines, P031958E.

On 12th June 1982 'K' Coy, 42 Commando, was the leading company for a unit night attack against a strongly held Argentine position on Mount Harriet. Fierce fighting followed at close quarters amongst the rocks in which decisive and inspiring leadership was vital. Corporal Ward set an outstanding example in this respect by leading from the front to encourage his section to exploit shock action and successfully overrun the position. This was only achieved by a series of assaults on machine gun positions and groups of snipers. Several ranks were wounded including another section commander, and the need to guard the increasing numbers of the enemy surrendering depleted the troop still further. Corporal Ward pressed on relentlessly however, to inflict sufficient casualties for the remainder to abandon further resistance.

Acting Corporal Andrew Ronald BISHOP, Royal Marines, P037457N.

On the night of 11th/12th June 1982, on the Island of East Falkland, 45 Commando Royal Marines, launched a silent night attack against strongly held enemy positions on the craggy hill feature of Two Sisters.

Initially, until eventually detected by the enemy, they achieved brilliant surprise. In the fierce fighting that erupted Acting Corporal Bishop's Section Commander was killed by intense fire from an enemy machine gun post.

Showing a complete disregard for his own safety, Acting Corporal Bishop rallied his Section and led them forward to assault and take the enemy's position.

His clear assessment and determination under fire inspired his colleagues and made a vital contribution to the overall success of the attack.

Marine Gary William MARSHALL, Royal Marines, P041435J.

During the night 8th/9th June 1982, on the Island of East Falkland, Marine Marshall was on patrol in the area of the Two Sisters feature, ten kilometres to the west of Port Stanley.

Disregarding his personal safety, Marine Marshall dashed across open moonlit ground through enemy fire to secure a vital position. That done, using his machine gun, he engaged and destroyed the two enemy machine gun posts that had dominated the area.

His action was inspiring and enabled his Troop to safely withdraw to secure positions.

The QUEEN has been graciously pleased to approve the award of the Distinguished Flying Medal to the undermentioned in recognition of gallant and distinguished service during operations in the South Atlantic.

Distinguished Flying Medal

Sergeant William Christopher O'BRIEN, Royal Marines P030684R.

During the attack on Darwin and Goose Green Sergeant O'Brien piloted a Gazelle helicopter of M Flight, 3rd Commando Brigade Air Squadron. For two days his helicopter conducted supply and casualty evacuation operations, often under enemy fire.

With his Flight Commander he also took part in 17 night flying sorties to evacuate wounded personnel and resupply vital ammunition. At times these sorties necessitated flying forward to company

lines in the heat of battle and in appalling weather. The conspicuous gallantry and cool professionalism displayed on all these occasions was superb and Sergeant O'Brien made an outstanding contribution. His expertise and competence as a pilot has been widely admired and recognised.

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 approve the Posthumous award of the Queen's Gallantry Medal to the undermentioned in recognition of gallantry during the operations in the South Atlantic.

Queen's Gallantry Medal

Acting Colour Sergeant Brian JOHNSTON, Royal Marines, P023116X.

Colour Sergeant Johnston, coxswain of LCU F4, was working in the vicinity of HMS ANTELOPE when her unexploded bomb detonated, starting an immediate fire which caused her crew, already at emergency stations, to be ordered to abandon ship. Without hesitation Colour Sergeant Johnston laid his craft alongside the ANTELOPE and began to fight the fire and take off survivors. At approximately 2200Z he was ordered to stay clear of the ship because of the severity of the fire and the presence of a second unexploded bomb. Colour Sergeant Johnston remained alongside until his load was complete. In all LCU F4 rescued over 100 survivors from the ANTELOPE.

On 8 June, LCU F4 was attacked by enemy aircraft in Choiseul Sound. During this action Colour Sergeant Johnston and five of his crew were killed.

Colour Sergeant Johnston's selfless bravery in the face of extreme danger was in the highest traditions of the Corps.

The QUEEN has been graciously pleased to approve the award of the Queen's Gallantry Medal in recognition of gallantry during the operations in the South Atlantic:

Queen's Gallantry Medal

Chief Engineer Officer Charles Kenneth Arthur ADAMS, Royal Fleet Auxiliary.

On 26 May 1982, Chief Engineer Officer Adams, RFA SIR GALAHAD, gave much valuable advice and assistance during the removal of an unexploded 1000 lb bomb from his ship. During this operation, he spent a considerable time in the compartment where the bomb was lodged and made a significant contribution to the removal operation.

At 0600 on the following morning he volunteered to go to RFA SIR LANCELOT to advise on the removal route for the unexploded bomb in that ship, again working in close proximity to an unexploded bomb.

His courage determination and professionalism, in difficult and dangerous circumstances were of a high order.

Lieutenant John Kenneth BOUGHTON, Royal Navy

Lieutenant Philip James SHEDDON, Royal Navy.

On 8 June 1982, RFA SIR GALAHAD and RFA SIR TRISTRAM, carrying large numbers of troops, were attacked by aircraft of the Argentine Air Force. RFA SIR GALAHAD was left damaged and burning with a considerable number of casualties. Aircraft of 825 Naval Air Squadron were on the scene within minutes and were joined for a time by a Sea King IV and Wessex V.

The helicopters captained by Lieutenant Boughton and Lieutenant Sheldon conducted pick-ups of troops and crew mustered in the extremely confined area of the LSL fore-deck. Many were injured or in shock. The rescues were conducted close to masts and rigging with little clearance for the aircraft and with no regard for personal safety. Ammunition and pyrotechnics were exploding and there was a threat of further attack by enemy aircraft. Evacuation and rescue continued until darkness and were in fact interrupted by a further air attack.

The professionalism and bravery demonstrated in these operations by Lieutenant Boughton and Lieutenant Sheldon is representative of the crews and their Squadron.

Third Officer Andrew GUDGEON, Royal Fleet Auxiliary.

Third Officer Gudgeon had been relieved in RFA SIR GALAHAD at Plymouth on 4 April 1982, but volunteered to remain during the Falkland Island campaign. On two occasions during this time he showed great courage in risking his life in order to save others. When HMS ANTELOPE blew up and caught fire