

Brigade Royal Marines, in a beautifully managed and very skilful attack took Wireless Ridge, whilst on Tumbledown Mountain, 2nd Battalion Scots Guards had a particularly difficult battle before they overcame the regular Argentinian marine battalion. Thereafter 1st Battalion 7th Duke of Edinburgh's Own Gurkha Rifles passed through 2nd Battalion Scots Guards to secure Mount William.

At this stage it became clear that enemy resistance was collapsing. They could be seen retreating towards Port Stanley from many directions, including Moody Brook and Sapper Hill, neither of which had yet been attacked. Some, ejected from Tumbledown by 2nd Battalion Scots Guards, realised that they must pass Mount William, now firmly in Gurkha hands. They chose instead to retrace their steps and surrender to the Guardsmen.

Phase 3 was never launched. Realising that the Argentinian forces were beaten, General MOORE launched two battalions in pursuit, to close up to the outskirts of Port Stanley as quickly as possible. This was in line with General MOORE's policy throughout the land battle of moving forward energetically and as expeditiously as possible.

During the afternoon of 14 June, with large numbers of enemy standing about, abandoning their arms and surrendering, British troops were ordered to fire only in self-defence, and white flags began to appear over Port Stanley.

That night, after some hours of negotiations, General MOORE flew by helicopter into Port Stanley and took the formal surrender of all Argentinian forces on the Falkland Islands from General MENEZES.

### Recapture of South Thule

The final step in the eviction of the illegal presence from the South Atlantic Dependencies was the removal of a small party which the Argentinian Navy had maintained on South Thule in the South Sandwich Islands since 1976.

H.M.S. ENDURANCE, commanded by Captain N. J. BARKER, C.B.E., Royal Navy, which had played a vital supporting role in the South Georgia area throughout, led a Task Group which included the frigate H.M.S. YARMOUTH, R.F.A. OLWEN, and the tug SALVAGEMAN. M Company 42 Commando Royal Marines formed the bulk of the landing force. The Argentinian party surrendered without resistance on 20 June. Although it had been claimed that this was a scientific station, ample proof was obtained that it was part of an Argentinian military meteorological network.

### General Comments

The preceding paragraphs have recorded the major actions and significant phases of operations in the South Atlantic. The chronological record has not allowed proper emphasis of those activities whose importance is characterised by their continuous nature.

Attacks on the Task Force by enemy submarines were a significant and ever present threat, which was recognised by the inclusion of anti-submarine Sea King helicopters in the air order of battle. A number of torpedo attacks were carried out by these aircraft against underwater contacts classified as possible submarines. Results of the actions are not known, but the high intensity flying rates of this helicopter force throughout the operations were an essential part of Fleet anti-submarine warfare defences.

Some of the Harrier operations involving enemy action have already been recorded. However, defence of the Fleet and, later, close air support of the land forces, required these aircraft to spend many hours at high alert states or flying defensive combat air patrols. These protective measures were continuously necessary from the moment the ships entered the Total Exclusion Zone. A total of 23 enemy aircraft were destroyed in air to air combat, with the Sidewinder missile success rate being particularly noteworthy. It became apparent in the last few days of the open action that Admiral WOODWARD's courageously aggressive stance to wreak attrition on the Argentinian Air Force had accomplished the aim, and to all intents and purposes they were beaten.

Nimrod aircraft were the first to be based on Ascension Island, on 6 April. They were immediately involved as communications links for the transitting nuclear submarines and thereafter they continuously provided direct support and area surveillance to every major element of the Task Force to the limit of the aircraft's range. All deployments of small aircraft were provided with airborne search and rescue cover and, after the fitting of refuelling probes, Nimrods converted for air to air refuelling provided long range surveillance of the sea areas between the Falkland Islands and the Argentinian mainland prior to and during the main amphibious landing.

Air support of the Task Force from Ascension Island was completely dependent on air to air refuelling. In performing all refuelling tasks between the United Kingdom and the Total Exclusion Zone, the Victor Tankers provided continuous and timely support.

With the ships of the Task Force operating so far from Dockyard assistance, much major maintenance and repair work had to be carried out afloat in very rough seas. The achievements of the maintenance and repair ship M.V. STENA SEASPREAD were outstanding.

Over the distances involved and in areas so notoriously bad for radio propagation the value of satellite communications cannot be overstated. The Command and Control of Operation CORPORATE would have been immeasurably more difficult without this facility.