

FALKLANDS '82

HMS FEARLESS at war



100 days in the life of an Assault Ship

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Editor: Lt Cdr E. H. FEATHERSTONE

Photographs: LA(PHOT) R. TOYER

Typing: LA(MET) JONES

DIARY OF MAIN EVENTS

- 2 April HMS FEARLESS ordered to 4 days notice for sea.
- 3/4/5 April Ships coy on leave recalled—ship stored and EF embarked.
- 6 April FEARLESS sailed from Portsmouth (1000 hrs).
- 15 April Crossing the Line Ceremony.
- 17 April Arrived Ascension Island.
- 18 April- Helicopter and Landing Craft rehearsals with EF. Continuous cross-decking between LSL's
7 May and Merchant Ships at anchor, redistributing stores, men and equipment.
- 1 May 1st Air Attack on Port Stanley airfield by Vulcan and Sea Harriers aircraft.
- 2 May Argentine cruiser General Belgrano sunk by HMS Conqueror.
- 4 May HMS SHEFFIELD sunk by Exocet missile.
- 7 May HMS FEARLESS sails from Ascension. 12 mile limit imposed around Argentine coast.
- 9 May Argentine spy ship Narwal sunk by Harriers.
- 12 May QE2 sails from UK with 5 Inf Bde.
- 15 May SAS attack on Pebble Island-11 aircraft destroyed.
- 19 May 40 Cdo transfer to FEARLESS from Canberra by LCU—Over 1,500 men now onboard.
- 20 May Amphibious Task Force passage through TEZ.
- 21 May D-Day—San Carlos. 40, 42, 45 Cdo's RM and 2 and 3 Para landed. 1st Argentine Mirage and Skyhawk raids. HMS ARDENT sunk-17 Argentine planes shot down.
- 22 May Beachhead consolidated—No air attacks.
- 23 May Numerous air attacks on San Carlos. HMS ANTELOPE hit. UXB exploded at 2020—ship catches fire and abandoned—LCU and LCVP rescue crew—all accommodated overnight in FEARLESS.
- 24 May Further air attacks-3 casualties on FEARLESS from shrapnel. LSL's Sir Galahad and Sir Lancelot damaged by UXBs.
- 25 May Argentine Independence Day. HMS COVENTRY and ATLANTIC CONVEYOR hit and sunk. FEARLESS capture Argentine pilot.
- 26 May Relatively quiet day—no air attacks.
- 27 May Air raid on Ajax Bay and Blue Beach. HMS FEARLESS Port 40/60 Bofors claim 2 x Mirage.
- 28 May At sea outside TEZ. 2 Para capture Goose Green and Darwin settlements. Over 1,000 prisoners.
- 29 May At Sea—embark CLFFI (Maj Gen MOORE) and staff plus Brig WILSON (Comd 5 Inf Bde).
- 30 May Re-enter San Carlos Water before dawn.
- 31 May Argentine Hospital Ship (Bahia Paraiso) inspected.
- 1-6 June HMS FEARLESS at anchor San Carlos—continues support operations ashore.
- 6 June FEARLESS night transit to Elephant Island disembarks 2 LCU with $\frac{1}{2}$ Battalion of Welsh Guards.
- 8 June Sir Galahad and Sir Tristram hit at Fitzroy Cove. F4 attacked by Argentine aircraft and sunk. 6 of her crew were killed. HMS PLYMOUTH damaged.
- 12 June Final assault on Port Stanley begins. 3 Cdo Bde capture high features to North of capital in night attack.
- 14 June 5 Inf Bde take high features to south of capital in night attack. Argentine forces surrender. Maj Gen MOORE accepts surrender from Gen Menendez at 2359 hrs. Union Jack raised over Government House. 11,000 prisoners ordered to assemble on airfield. Looting and extensive damage caused by Argentines in Port Stanley.
- 15 June Gen Menendez and 4 high ranking Argentine Officers accommodated in HMS FEARLESS.
- 17 June Overnight passage to Port Stanley. Anchored in Port William Harbour (outer harbour).
- 20 June Memorial Service in Port Stanley Cathedral.
- 21-24 June Supported clearing up operations ashore.
- 25 June Sailed for UK (2200 hrs).
- 3 July Arrived Ascension Island.
- 13 July Arrived Plymouth ('C' Buoy)—Visit by HRH The Duke of Edinburgh. EF disembarked.
- 14 July Arrived Portsmouth with HMS INTREPID. Tumultuous reception—visited by Sec of State for Defence (Mr KNOTT) and C in C Fleet.

Foreword by



Captain E. S. J. LARKEN *Royal Navy*

Not since the Second World War have Royal Navy Ships been involved in a conflict as fierce and under such difficult circumstances as the repossession of the Falkland Islands after Argentine invasion. None of the crew of FEARLESS had experienced repeated and determined air attack before, indeed most had never seen action of any sort.

With sorrow FEARLESS ship's Company will remember the ultimate sacrifice paid by shipmates from Landing Craft F4 during just one such attack. Mercifully casualties in ships were remarkably few, despite the persistent and often courageous efforts of the Argentine Air Force. FEARLESS's contribution to this remarkable and ultimately successful campaign was important, perhaps crucial, and some accounts are already published.

This booklet is a personal account written by men who have given and experienced much, and who will in consequence of this experience never be quite the same again. It is also a permanent record of those remarkable 100 days at sea for ourselves, our families and friends; perhaps just a hint to those who ask "What was it really like to be in San Carlos Water?".

Finally, a word of thanks to all the families and friends who suffered agonies, awaiting news of the safety of a loved one, and the uncompromising and whole-hearted support in prayer and letter that meant so much to each and every man in the front line.

Portsmouth
August 1982



FEARLESS Near Miss "Bomb Alley"

MARINE ENGINEERING DEPARTMENT

by Lt Cdr HOLLIS

we were one week into an AMY when the bombshell dropped and the ship was ordered to prepare to come to immediate notice. FMG had just got into their stride with various machines and systems opened up and under repair. The aft boiler had just been pronounced sick with casing cracks and brickwork defects, the sort of defect that would normally take several weeks to repair.

The miracles then started to occur and with round the clock working by dockyard and FMG personnel, the machinery and systems were put back together and the boiler repaired and rebricked and was ready to flash by late Monday 5th April, just days from the original order.

Tuesday 6th April dawned grey and wet and we sailed with one boiler on line the aft one having its new brickwork slowly dried out. After docking down to retrieve the 4 LCU's we headed south towards Ascension Island.

The period at Ascension Island proved invaluable in getting a lot of work done in repairing machinery and systems leaks and generally getting things properly together after the hurried finish to the AMP.

On entering the TEZ for the run into San Carlos Water action stations were called and one of the more tense periods started as it was realized that

100% machinery availability was vital and that any breakdown could have serious repercussions. Everyone was very much on their toes.

When the raids started on the 21st the only things heard in the control rooms were 'red alert' pipes and indistinct noises of guns firing and missiles departing. It was an unreal situation with the normal sound of machinery humming away, superimposed by alert pipes. It all added up to a sense of some detachment from what was going on, up in the daylight.

However when 'take cover' was piped reactions varied. A certain POMEM tried to crawl under the panel while attempting to operate the controls, others put hands over ears and some had to be told to put antifeather on properly! When the tension was past the different reactions raised a good laugh. The anecdotes of one of the team kept everyone either amused or infuriated, but served to dilute the 90% boredom of a day at action stations. As it turned out, our greatest adversary was a small red shrimp called krill and a broad leaved seaweed known as kelp. Both these things seemed to be attracted to sea suction strainers and caused problems with turbo alternators

requiring some speedy action to avoid blackouts. On cleaning these strainers quite a lot of these little animals got loose in the bilge and were happily doing the backstroke and admiring a different view.

It was a great relief all round when we were able to revert to defence watches but the watchkeeping and maintenance of machinery continued including the repair of a turbo alternator sea suction valve. This involved getting divers down to put a 'patch' on the inlet so that work could progress. This was a very difficult procedure and it took the divers three attempts to get the patch in place. One of the T/As started to give gearbox problems and remained 'sick' until return to Portsmouth. Hopefully the AMP will supply the right pill!

From the day we sailed to the time we re-entered Portsmouth will be 100 days at sea and in continuous 1 in 4 watches. A very long period without a break.

We have used (7,474) tons of dieso
and (573) tons of avcat
and made (14,088) tons of water including
about 250 tons exported to other ships.



The Marine Engineering Department

"PRICE'S PLUNDERERS"

On passage to the Ascension Islands and subsequently the Falklands, our ship self survival was uppermost in most people's minds. Electrically, the opportunity was taken to bring the damage control equipment and techniques to a high standard, being somewhat musty and dusty after the balmy days of West Indies cruising in the Dartmouth Training Role.

However the assistance required by other ships,

R.N. and Mercantile Marine, proved to be greater than expected. With a lack of FMG support within the Operational Area the ship's electrical section responded in a manner that can only be described as superb. Never short of volunteers, long hours were worked in arduous conditions, almost to the point of physical exhaustion.

A brief resume of work carried out is as follows:

CONVERSION OF M.V. ELK.



"Sir" ELK

You may all be interested to know that in answer to the Argentine Scrap Metal Merchants who started breaking up a Whaling Station on South Georgia, we have also gone into the ship breaking business.

The Motor Vessel Elk normally does a twice weekly trip from Middlesbrough to Gothenburg in Sweden carrying lorries and cars (a roll-on roll-off ferry). She can take three layers of vehicles including one on the upper deck. She was chartered by the MOD to carry tanks and vehicles but the Senior Naval Officer on board discovered that the upper deck could be used as a flight deck if it was not for the 8 feet high walls on either side.

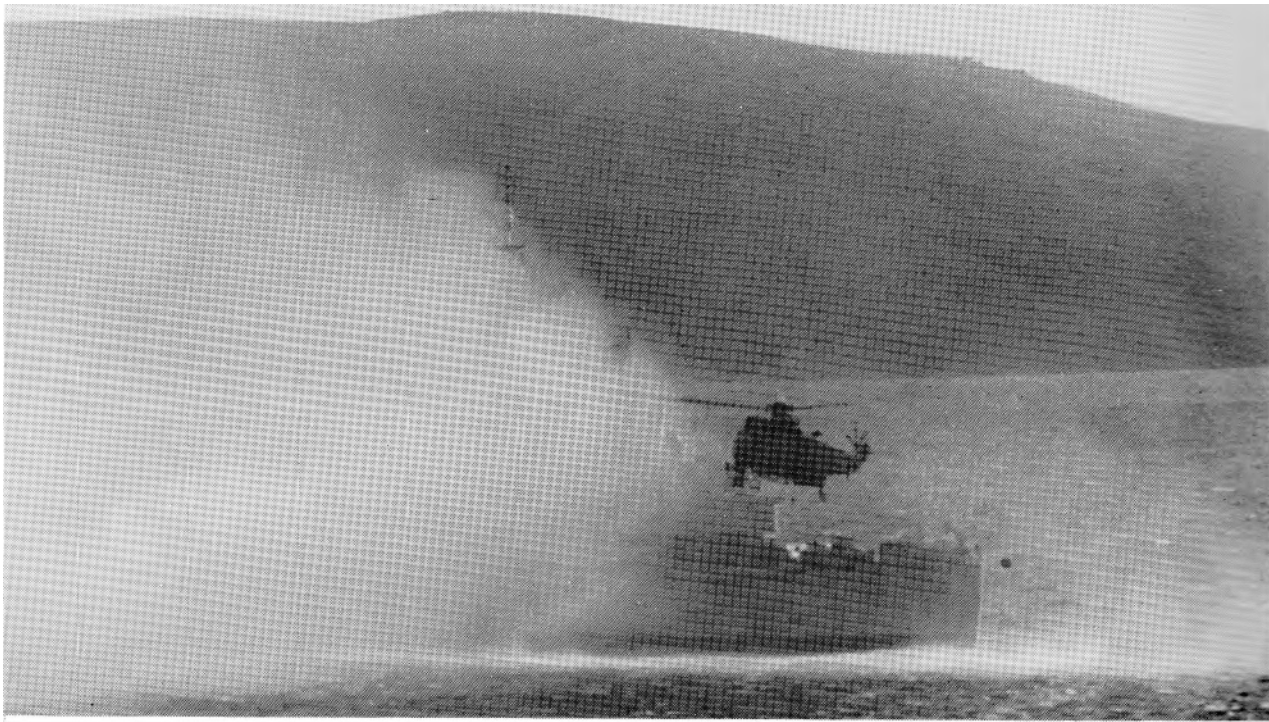
A Team was set up consisting of 17 Royal Engineers from Sir Lancelot to do the cutting and burning and 8 Electrical ratings from Fearless under FCMEMN(L) PRICE to rerun the electrical cables. They started work at about 5 p.m. under the supervision of Lt HERRIOTT. All night the Officer of the Watch in Fearless could see the flashes as the

burning was carried out. By dawn all was quiet and those with binoculars could see that ELK had a different and (some may say) a prettier shape.

In all approximately 300 feet of steel 8 feet high had been cut away and given a float test. A school of dolphins came to watch at one point. They disappeared at high speed when a piece of plate 50 feet by 8 feet landed among them.

What did we achieve by all this? Well the main gain was that helicopter operations from the ELK were now practical and we could use her for operating all helicopters including the Sea King. Secondly the Scorpion Tanks onboard were placed on deck and used their guns to blast away at any ships or planes who came into their sights. And thirdly those who want to set up a scrap metal business will find approximately 21 tons of mild steel plate 3 cables due West of Bates Rock on the Ascension Islands.

HMS ARGONAUT



HMS ARGONAUT on fire

Argonaut was hit by two bombs in San Carlos water, both, fortunately failed to explode. One entered the Forward Seacat Magazine the other the Port side aft of the Boiler Room. Assistance was requested by the ship's crew, and a team despatched from Fearless. The bomb in the Boiler Room had been removed and was on the flight deck, the one in the Seacat magazine remained.

Damage to the Boiler Room electrics was extensive. The bomb had ripped through the main cable run, tore the two main fuse panels off the after bulkhead and cut through the main damage control riser. The Boiler Room had been partially flooded, serious damage occurring to the distilling plant pumps. The ship's staff had carried out a great deal

of first aid work, but they were obviously tired and in a state of shock from their experiences.

The main supply cable to the destroyed fuse panels was cut back, damage control spills soldered to the cables. Secondary fuse panels were also soldered into damage control spills and muff coupled to the main cables. The main emergency riser was repaired, enabling the boiler room watertight integrity to be restored. The distilling plant pumps were removed, stripped, washed through and test run.

Work was hampered by continuous Argentine air attacks, and one member of the repair team volunteered for diving operations when the bomb in Antelope exploded.

HMS Argonaut deserved to fight on-she did!

NORDIC FERRY

Flood damage had occurred to the main forward capstan electrical machinery. The main line contactors were removed, stripped and overhauled. New pieces were manufactured as required by Fearless's ship staff. The capstan equipment was re-installed by the crew of the Nordic Ferry. By now we were used to dealing with other people's problems and the Master was somewhat overwhelmed by the swift response.

TUG IRISHMAN

Irishman reported her main galley ranges had suffered extensive fire damage. Two members of Fearless's electrical section investigated. Temporary repairs were effected and 80% of galley equipment restored.

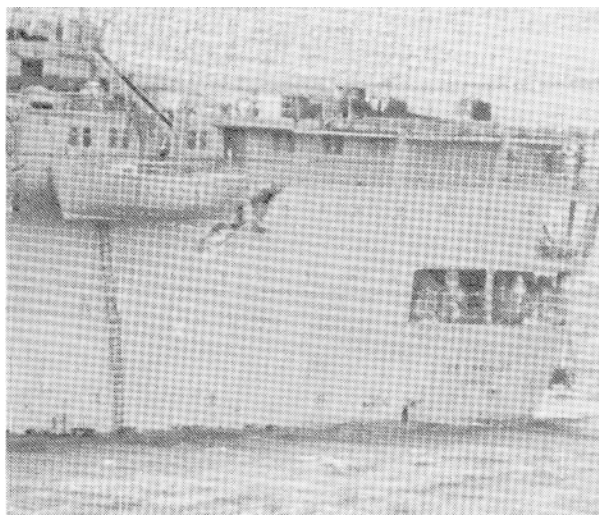
LSL SIR LANCELOT

Sir Lancelot was hit by two bombs, one entering the accommodation area on 2 deck, deflecting off the underside of the upperdeck, entering the machinery space and finally landing in a store room. The other bomb bounced off the ship's side at 01 deck in the main galley area. The ship's company evacuated the ship and FEARLESS moved in.

Main cable runs had been cut through by the passage of the bomb. Cables were replaced by crimping, connection blocks and soldering. The Engine Room main and auxiliary distribution panels were damaged. Temporary repairs were effected, lighting and power restored. Main cable runs in the machinery spaces were respliced and power restored.

Tests were conducted on all main galley equipment, power restored. The galley hot plates had suffered splinter damage and were replaced.

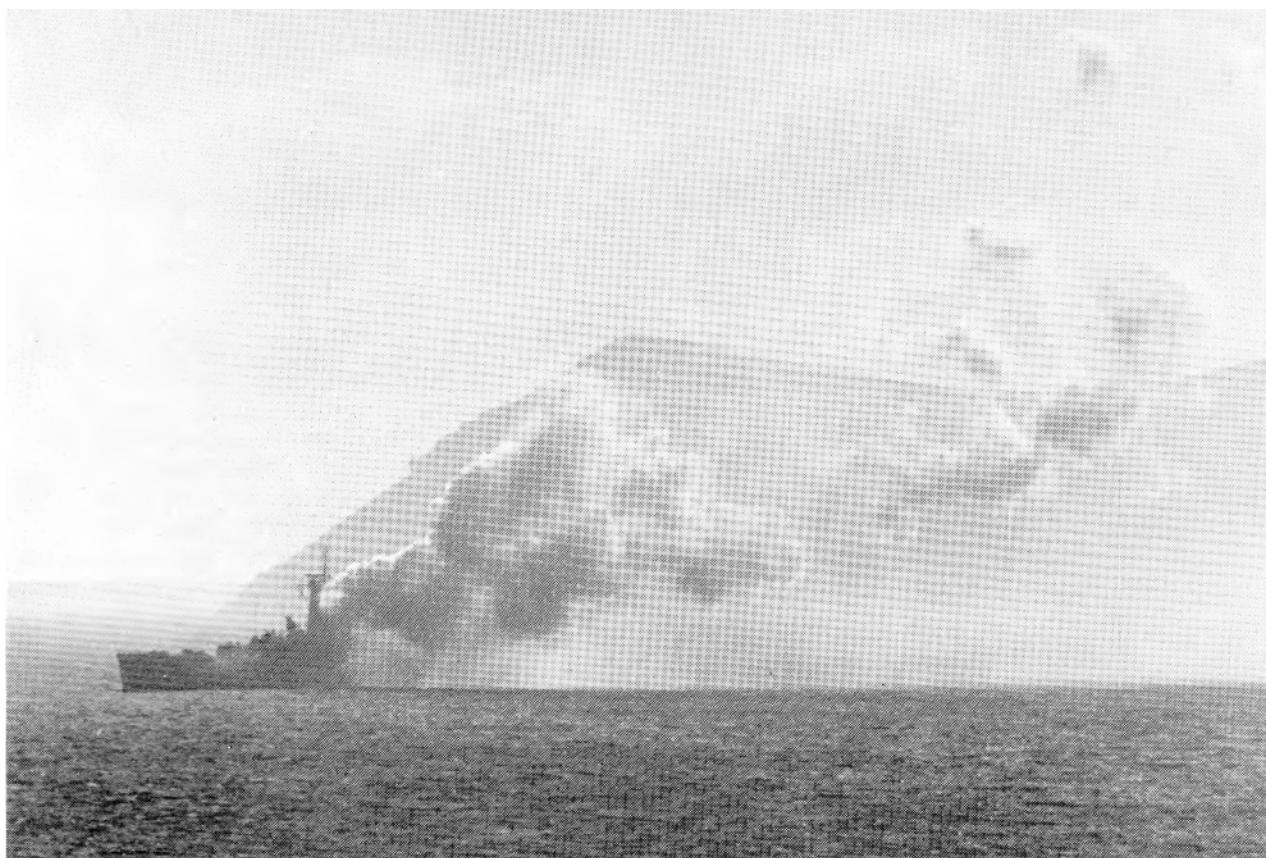
Approximately 85% of normal power and services were restored and when the bombs were dealt with, the crew returned.



SIR LANCELOT-The Bomb Hole

"THE FIREFIGHTING ENGINEERS"

by CMEA WOODS



HMS PLYMOUTH steams in, still on fire

On 8th June FEARLESS 'aid to other ships' fireparty under CMEA(H) Woods was called upon to help HMS PLYMOUTH fight a fire in her after section, after being engaged by hostile aircraft. The team was bundled into a Sea King and immediately put into action on arrival with PO LOCKE sent in alone to assess and report back the state of the fire from the forward end. Whilst making his way aft in very thick dense smoke he chanced upon an overall-clad figure lying just inside the galley door with another person kneeling over him trying to assist but coughing violently. PO LOCKE immediately ordered the kneeling figure out of the compartment and proceeded to carry the unconscious man to a place of safety and a waiting resuscitation unit. The man later recovered. This was the second occasion when

FEARLESS had been asked to send a firefighting team to another ship. On May 26th unfortunate HMS ARGONAUT was set alight whilst MEA TARABELLA was burning his way down to get an unexploded bomb in the Seacat magazine. He and the welding sentries had temporarily withdrawn during an air raid. Before they came back the mess-deck above had caught fire. Rather appropriately FEARLESS were asked to help put it out!

MEA TARABELLA spent four days in HMS ARGONAUT during most of which he was standing on a paint catamaran over the ship's side welding up the bomb hole in the boiler room. He got fed up with stopping work for the air attacks, so he was given his own light machine gun post to man during air raids.

LSL SIR TRISTRAM



Before and After Tristram alongside Bedivere



Tristram damage

On 11th June a small team from FEARLESS were dispatched to Fitzroy settlement to survey the burnt out hulk of Sir Tristram. She still had 1,000 tons of ammunition on board and the aim was to cut the ramp chains and let the stern ramp down so that she could be unloaded. We brought burning equipment to do the job.

We travelled by Chinook helicopter keeping very close to the ground to avoid air attack. We got out to Tristram in one of the lifeboats which was being used by the Army. When we got on board Tristram we found that an Officer of the clearance diving team had already cut the ramp chains explosively.

We made our way through smokey passageways and compartments sighting damage. To our amazement the forward messdecks stores and compart-

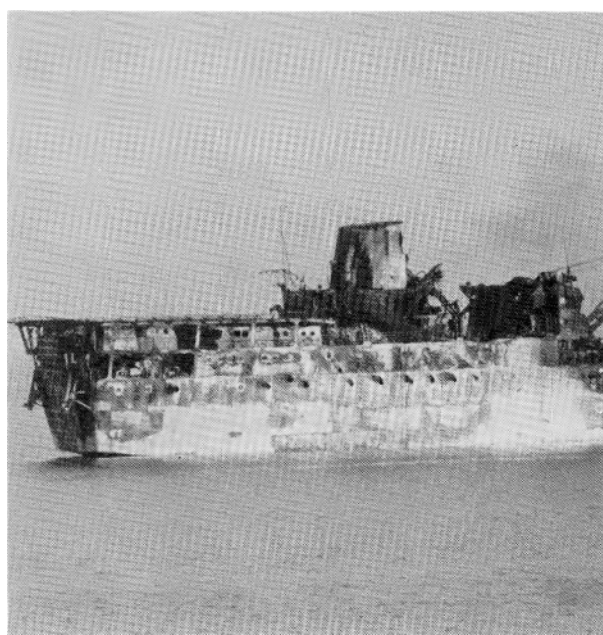
ments were untouched. The after section was quite the opposite. Most of the superstructure had burnt away leaving a heap of rubble on the inside and mangled bulkheads surrounding it. A lava flow of molten aluminium had encased the stairways and retained a fair amount of heat.

Our progress to the main machinery spaces were further hampered by pockets of heat and smoke. Even with the aid of our powerful DC floodlights it was difficult to make any headway.

The engine room was surveyed by the MEO and MEAs Keeling and Summerill. The higher one climbed the more burnt out she was, as the top of the engine room stretched into the superstructure. However the engines themselves and the generators were intact.



Firefighting in GALAHAD



GALAHAD-one week later

The emergency generator was started and put on load. Temporary lighting cables were run, and all breakers on the emergency switchboard were checked for defects. All fuses panel circuits were tested for earth, defects rectified. Normal lighting and power was restored in steps. Two pumps from the auxiliary boiler were removed, stripped and set to work. The

main diesel generator was started and put on load. The after machinery space was pumped out, the second generator started and put on load. Hot water systems were restored.

Sir Tristram was now self-sustaining, and soon was in use again, giving much needed shelter to troops formerly living in tents.

COMMUNICATIONS GROUP

For the Communicators of HMS Fearless, the Falklands crisis started on the 2nd of April when the Duty Watch, no doubt expecting a nice quiet weekend, suddenly found themselves deluged with hundreds of telegrams recalling the Ship's Company from early Easter leave. This proved to be a foretaste of the enormous number of signals the Communications Group would handle over the coming months.

Whilst frantic preparations were being made within the ship, drafty was at work providing the extra manpower necessary to bring the comms group up to its war complement of almost 60 operators—a number later swollen even further by army signallers from the various brigade and divisional staffs we would later serve. Included in the number of augmentees were twelve operators previously earmarked to join for continuation training. They learned quickly in a ship that handled more signal traffic in a month than most ships do in a commission!

As the ship neared the Falklands more and more aerials sprouted from various compartments on to the upper deck. To the consternation of the Chief Yeoman, halyards were used to hoist copper wire instead of flags and the signal shelter took on the appearance of a hedgehog; whip aerials sprouting from its roof as extra equipments were prepared for the assault.

The Falklands Campaign demonstrated the capacity of the ship to provide a communications service to the various agencies as no exercise ever could. Signal Offices sprung up inside signal offices as the ship dealt with traffic for COMAW, 3 Commando Brigade and its supporting elements, Naval Air Squadrons, Special Forces and, later 5 Infantry Brigade and General Moore and his staff. Fearless was probably also the only British Warship to communicate directly with the Argentine Forces, firstly with their hospital ships and later to negotiate the surrender of Port Stanley.

As the campaign progressed the graph outside the Main Communications Office door climbed higher, as teleprinters chattered incessantly and signal traffic, millions of words, thousands of messages passed in and out of the ship in increasing numbers, much of it on a 40,000 mile journey to or from the UK via satellite.

The first 'casualty' of the conflict was Humphrey. 'Humphrey' is the Xerox Copier and, despite major surgery by the maintainers he finally expired, exhausted by churning out tens of thousands of copies of signals a day. Humphrey II arrived, courtesy of the RAF with Humphrey III as a standby. At the end of the campaign the Humphrey family had 'eaten' almost 1.5 million sheets of Xerox paper.



THE 10" IS BURIED AT SEA



The second, and thankfully only other casualty was the Port 10" Signalling Projector which suffered a mortal wound from shrapnel during a bombing raid in San Carlos Water. After a few appropriate words from the Naval Signal Book, the projector was consigned to the deep with full honours.

Despite the amount of equipment carried it was of course the men of the department who provided the service and got the messages to the correct destination, many thousands over several months without break. It would be invidious to single out any one person; as ever it was a team effort and each and every person was a vital cog in the communications machine.

MEDICAL SECTION

HMS FEARLESS put to sea on 6th April 82 after a frenzied weekend of storing with special additional medical equipment. Surgeon Captain J. M. Young, Staff Officer to FOF 1 joined HMS FEARLESS on the 4th April, whilst the PMO additionally found himself Medical Officer of the Guard for the Dockyard and the East side of the Portsmouth area. This necessitated much activity between HMS NELSON and the ship.

On the 9th April the Ship's General Anaesthetic machine was put to use for the first time when a Royal Marine Officer, who had injured his right shoulder exercising on the deck of Sir LANCELOT, required a general anaesthetic to reduce the shoulder dislocation. Everything went well and the Officer went on to the Falklands.

Ascension Island was reached on the 17th April. For almost 3 weeks HMS FEARLESS appeared to be the unofficial outpatient department for shipping with 'Operation Corporate'.

Airdrops of medical stores from RNH Haslar particularly large numbers of individual morphine doses for land and sea personnel were distributed from HMS FEARLESS. Other unusual forms, such as death certificates, were also allocated to quarters.

From the early dawn on the 21st May, a week of intense aerial bombardment from the Argentinian Air Force started in San Carlos Water. During this period HMS FEARLESS suffered 4 casualties on board. A B McLeod was wounded in his leg and was evacuated on 24th May. A surgical Support Team had been set up in a disused refrigeration plant at Ajax Bay-Red Beach. This 'Ad Hoc' hospital treated an incredible assortment of broken bodies from the ships hit by the Argentinian bombing. ABs Hill, Grey and Taylor were wounded, treated and retained onboard. Argentine Independence Day on 25th May was one of the most hectic days of the war. An Argentine pilot ejected over HMS FEARLESS and was treated onboard in the sick bay for his left knee dislocation (injured on ejection), before helicopter transfer to Ajax Bay for further surgery.

The SS UGANDA came into Falkland Sound during the early days of the war and proved to be an invaluable addition to the overall medical support operation. It possessed a team of 21 RN Medical Officers of wide ranging specialisations, together

with 80 nursing staff and additional technicians. During the three and a half week war SS UGANDA was used to transfer many burns cases resulting from the SIR GALAHAD and SIR TRISTRAM bombing at Fitzroy Cove. Out of 140 injured cases from that attack HMS FEARLESS treated initially 53 of the injured before these were transferred to SS UGANDA. Other interesting cases included a Falkland civilian, Mr Tim Miller who had received an eye injury early in the war (3 weeks prior to being seen) after a bombing raid.

On the 31st May the PMO joined a boarding party to the Argentinian hospital ship BAHIA PARAISO which was apprehended en route from Ushalia to Stanley. Following an exhilarating hedge hopping trip by Wessex 5 helicopter from the FEARLESS the Bahia Paraiso was stopped and searched. A remarkable job had been carried out on this former Atlantic supply ship, to convert it to a 350 bed, 4 theatre hospital ship. It also included 2 rescue helicopters.

Following the battle of Goose Green and Darwin the PMO, POMA Lockhart and MA Burns helicoptered into the settlement at Goose Green to vaccinate the local population against the TABT diseases-114 were vaccinated in all. Essential medical stores were also taken to the settlement. HMS PLYMOUTH was attacked near the mouth of San Carlos Water and several small fires broke out. A team of 3 medical personnel, the Dental Officer, POMA Lockhart and Mr Cole flew onboard to help those suffering from smoke inhalation.

In conclusion perhaps the main impression of the war was the immense size of medical operations.

RNH HASLAR stores department, as well as D Med Ludgershall were able somehow to keep the medical supplies on line continuously, doing remarkably well in the process.

The stoicism of badly injured patients who gallantly suffered in silence, the immense capability and commonsense of everyone on board under severe stress, the remarkable efficiency in evacuating survivors from ships which became blazing wrecks in a short space of time, the extraordinary faculty for good humour and general excellent spirits, but above all the lasting team spirit generated throughout the ship.



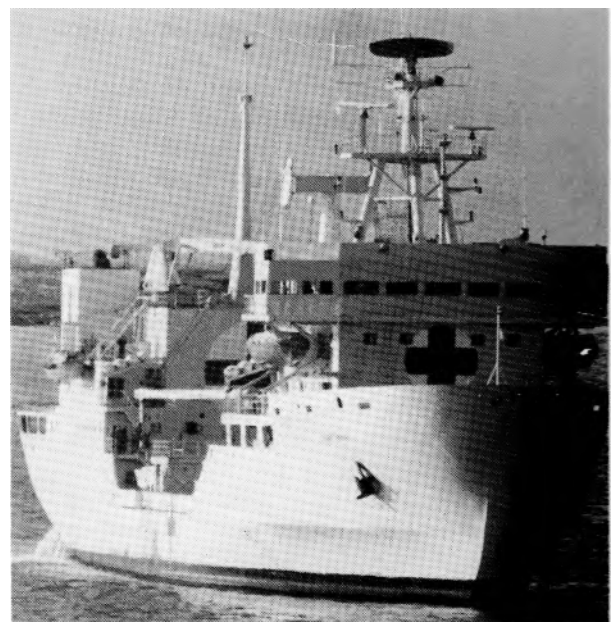
*Lt Ricardo Lucero Argentine Air Force—
tended by members of the Medical Department*



Surgical Support Team-Ajax Bay is bombed

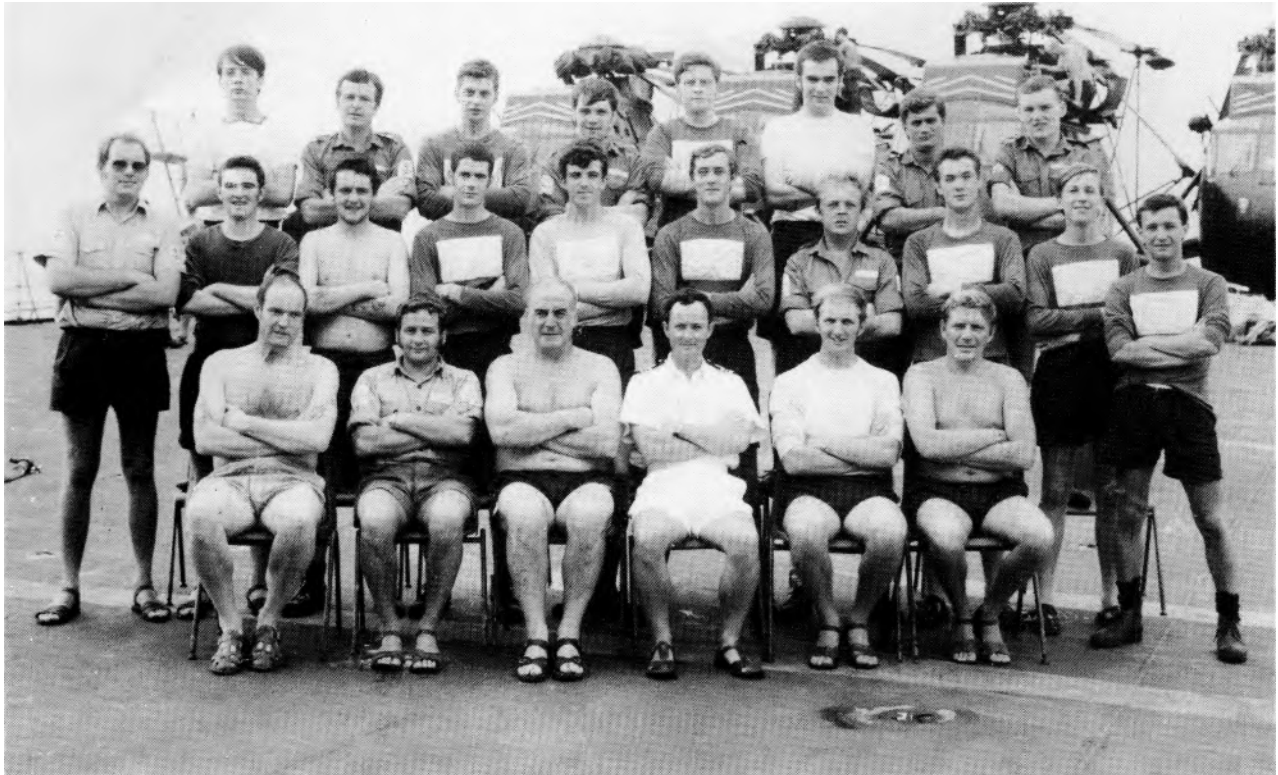


Uganda Red Cross (UK)



Bahia Paraiso Red Cross (Argentine)

AIR DEPARTMENT



The Falklands Campaign was an experience none will forget, a first time under fire for us all, and an intensity of air operations never envisaged for an LPD. We started with some new faces: CPO SCOTT 'fresh' from INTREPID as the new SMR; PO Airman NEGUS rescued from yet another tough DTS cruise to be a second Captain of the Flight Deck; Petty Officer COOPER who joined for sea time before going to Dartmouth and got a war thrown in; AEM SOAR as a last minute replacement for AEM SINGS and Lt Cdr WRIGHTON, prised away from his Norwegian LOA to act as second Flyco Officer, but who deserted to fly with 846 Squadron.

After intense and feverish preparations FEARLESS sailed from Portsmouth on April 6th with a Flight Deck tightly stowed with chacons and other kit ready to receive 3 Sea King Mk 4s of 846 Squadron and 3 Scouts of the 3rd Commando Brigade Air Squadron. Whenever 2 or more ships are gathered together there will be a Helicopter Delivery Service and it almost excluded the necessary flying and flight deck training, day and night. During this time the Squadrons began to integrate with the Air Department, get used to the facilities (or lack of them) and settle down to a long passage. Soon we all changed to tropical rig and many 'crossed the line' for the first time in a memorable ceremony on the Flight Deck. Lt Cdr FEATHERSTONE was called to

account for his 'crimes' at the Court of King Neptune and revealed certain parts of his anatomy during an extensive 'medical examination'.

Ascension was where the hard work started with continuous flying operations from early morning to last light every day in what seemed an endless stream of passengers and underslung loads going to and from the deck. FEARLESS Airways started up in business again and the Flyco Booking Office heard again the soon to be familiar phrase 'Have you got a helicopter going to . . . ?' By the time INTREPID arrived to make up the Assault Ship team three weeks later, the rationalisation of loads and embarked forces was complete, so we said goodbye to the Scouts and collected a fourth Sea King as well as 846 Squadron HQ with Lt Cdr THORNEWILL in command. We said goodbye also to hot, dusty and almost barren Ascension, with few regrets, indeed with some relief to be moving on to the main event, the reinvasion of the Falklands and the rescue of the Falklanders.

The penetration of the TEZ and the entry into San Carlos Water, accompanied by the flashes of shells exploding on an enemy position ashore, went mercifully without incident and as dawn broke we saw for the first time the bleak but beautiful outline of hills surrounding San Carlos Water. This was to be our 'home' for several weeks, dubbed Bomb Alley



Vertrep in Ascension

by the British and Death Valley by the Argentine pilots who faced more than 50 per cent losses each time they flew within range of the combined firepower from ships and shore.

All of the Air Department saw all the air attacks as there is little cover on the Flight Deck and often very little time to take cover. In the meantime we remained at Action Stations from 2 hours before dawn until after dusk each day, launching the Sea Kings at dawn and recovering them for the night. The offload of troops and equipment by air and the refuel of aircraft continuously put heavy pressure on the



Harrier drops in

Flight Deck team who nevertheless found time to laugh and joke, hand coffee and tea to pilots flying 10 hours a day, providing the essential support services. At Air Raid Warning RED helicopters continued to operate until the air attack was imminent. 'SCRAM' came the call from Flyco to the pilots and 'Take Cover' to the Flight Deck crew. Helicopters raced to shore to take cover in the nearest cranny in the shore line whilst the Flight Deck crew got behind metal and those of 846 Squadron with personal weapons added their firepower to defence of the ship. Sometimes the helicopters were caught out by surprise attack and had to run the gauntlet of our own defensive fire as well. By the time FEARLESS sailed from Stanley the deck had seen over 5,000 deck landings since leaving Portsmouth compared to the 750 or so for the previous 6 months in commission. We saw all the main events: the bombing of the ships in company, the explosions in ANTELOPE and the survivors, the captured Argentine Skyhawk pilot parachuting into the water just astern, the bombing of Ajax Bay, the survivors of Sir GALAHAD and Sir TRISTRAM.

846 NAVAL AIR SQUADRON



846 Squadron, based at RNAS YEOVILTON in Somerset, is equipped with the Sea King HC Mk 4 Commando helicopter.

When the task force sailed from the UK in early April, the squadron, like many other service units, was about to go on Easter leave. At short notice, we embarked in two of the task force's major ships. Thus, HMS FEARLESS became the new home for approximately one quarter of the squadron's aircraft and personnel. During the journey to Ascension Island all opportunities for training were welcomed and utilized to the best of everyone's ability. This proved to be a particularly useful time because FEARLESS and 846 Squadron had little experience of operating together. The Sea King presents larger problems to the flight deck crew than the older Wessex 5, and it is to the credit of both the ship and the squadron that four Sea Kings were operated successfully from the deck for the majority of the Falklands Operation.

- On arrival at Ascension Island the squadron carried out another of its many re-shuffles. The result was that FEARLESS became the main operational HQ and maintenance base for seven squadron aircraft until the arrival of HMS INTREPID, which completed the assembly of the amphibious assault group. The period at Ascension and the subsequent second leg of the journey south

were busy days for 846. The squadron was continually employed transporting stores, troops and ammunition around the various ships that constituted the amphibious section of the task force. If we thought we were busy then, we had another think coming.

British troops landed on the Falkland Islands in strength on 21st May 1982 and 846 Squadron were heavily involved. Intricate plans and timings had been worked out to enable the bridgehead to be established in the San Carlos area as quickly as possible. That day we flew from dawn until dusk—a pattern which we were to follow for three weeks until the Argentine surrender of Port Stanley on June 14th. Statistics are not always convincing, but it is worth mentioning that in those three weeks the majority of squadron aircrew and aircraft logged as many hours as they would normally log in six months.

During this hectic period of hostilities 846 operated simultaneously from FEARLESS, INTREPID and their own Forward Operating Bases ashore. Fearless provided welcome shelter, food and maintenance facilities for the squadron throughout this phase of the operation. The main tasks for the squadron involved moving troops forward, re-supplying them and then moving the gun batteries close in behind our front lines. The latter, in particular, necessitated



*They breed like rabbits-2 Argentine
"babies" from Stanley*



constant re-supply of ammunition to enable the bombardment of enemy strongholds to continue. On more than one occasion squadron aircraft came under enemy fire from ground troops or aircraft. Along with many other people we were residents of 'Bomb Alley'-an experience that few will forget-and we were involved in several Search and Rescue missions on ships that were damaged or sunk.

When the time came for analysis, 846 were confident that they had contributed greatly to the outcome of the operation. Much of their success was attributable to the kind, efficient and friendly support given by HMS FEARLESS. We return to the UK and go our separate ways as the best of friends.

Left: Maintenance without a hangar

THE SEAMAN DEPARTMENT



Operations Department



The Seaman, or Operations Branch as it is called, knew that the success or otherwise of our mission in the South Atlantic would rest largely with them.

The tasks of the department were threefold, to defend the ship against enemy attack, to operate the offensive AA armaments and to look after berthing operations in the dock. Additionally there were the 'domestics' to cope with replenishing stores and fuel, anchoring, providing sentries and sea boat crews as well as new innovations, such as berthing on anchored RFAs and refuelling submarines.

Operations conducted on passage to Ascension Island; the half-way point; were uneventful, but once South of the island FEARLESS could no longer count herself in 'Safe' waters. A daily increasing risk of attack meant weapons crews had to be closed up during daylight hours reverting to defence watches and the second degree of readiness by night. This pattern of Action stations by day, defence watches by night was to last many weeks, even beyond the fall of Port Stanley.

On Friday 21st May 1982; D-Day at SAN CARLOS Water FEARLESS sat awaiting the inevitable air attack. Mounting 4 Quadruple Seacat surface-to-air missile systems and two 40/60 Bofors AA guns we had little idea of the vital role these, and the Seaman (Missileman) manning them would play in the defence of our ship. It was not long before the first Argentine reconnaissance plane loomed overhead. Soon 'Mirage' fighters and Skyhawk bombers followed, and for the first time since the second world war British warships were to come under sustained air attack.

The ship vibrated to the noise of Bofors guns firing and with almost the first Seacat missile launched an attacking Argentine Mirage fighter was brought down. The excitement became intense as wave after wave of aircraft weaved in and out of our AA fire, but they could not pass unscathed despite their number. The weapons crews were performing magnificently even against the extremely fast, low-flying aircraft evading our early warning defences. For many days the air battle hung in the balance, but the withering hail of fire put up by ships eventually began to bring results.

Contributing to our success were a number of captured 20mm Oerlikons and 35mm anti-aircraft guns, light machine guns and SLRs. All of these were enthusiastically mounted on the upper deck and manned by weapons crews.

However the price of our success was four seamen injured on SI Bofors from flying shrapnel. S(M) McCLEOD was wounded in the leg and had to be flown ashore for treatment. Others were more fortunate, S(M) GREY's metal watch strap saved his

hand from amputation and S(M) ROGERS had his steel helmet dented by shrapnel.

One deck below in the Operations room Seaman (Radar) ratings under the direction of the PWO plotted and compiled the air battle. They had to monitor the whole air, sea and sub-sea battle to ensure the command and the weapons crews had as much warning as possible of impending enemy raids. also in the operations room were the helicopter controllers, and the landing craft controllers who guided assault shipping to safe havens as air attacks developed.

Down in the dock, below the flight deck the loading and unloading of landing craft continued 24 hours a day. It was vital that stores got ashore as quickly as possible to help the build-up on land. Here just five seaman dock berthers had to secure every landing craft and assault craft that came in the dock. They soon learned that coping with a 100 ton landing craft wallowing in a confined space is no easy task. Apart from the fighting the Seaman or Operations department had to provide people for RAS parties, cable parties and seaboats crews. Having been at action stations all day, spending half the night re-fuelling or landing Marines at a beach meant that sleep for most people was indeed a luxury.

Day after day the relentless air attacks were mounted and beaten off. Despite the bitterly cold wind and, occasionally snow, the guns kept on firing and the gunners—some of whom were only 17, were able to claim two kills and two probable kills by the time East Falkland was taken.

On the 7,000 mile journey home we had time to reflect a little. It was certainly an episode that none of us who were there can ever forget.

THE METEOROLOGICAL DEPARTMENT



When the order came for HMS FEARLESS to sail to the Falklands, the existing Met team of Lieutenant Trevor Ward and Leading Met John 'Taff' Jones was supplemented by the addition of Lieutenant Commander Allan Wood from CINCFLEET's headquarters in Northwood and Leading Met Terry Cornelius from HMS HERON.

During the passage down to the South Atlantic, daily met and oceanographic briefings were given to the staffs of the Commodore Amphibious Warfare, 3 Commando Brigade Royal Marines, and later also to Major General Moore, who were all at one time or another embarked in HMS FEARLESS. This was in addition to the normal duties of briefing the ship's command and providing aviation weather forecasts for the embarked helicopter squadrons.

After the arrival of the assault force in San Carlos Water, the ships assumed the duty of Met Guard for the land forces and issued twice-daily sea and aviation weather forecasts, signalling them to land

commanders, and also latterly to the minesweeper squadron of converted trawlers when they arrived in the area.

Perhaps the most satisfying forecasting was achieved for the day of Thursday 20 May, the day that the amphibious assault force began the transit of

the waters of the Total Exclusion Zone. The forecast low cloud, rain and poor visibility came to fruition, thus providing effective cover for the force against the very real danger of detection and attack by aircraft of the Argentine Air Force. This enabled a safe crossing to be made of a potentially hazardous stretch of water.

LAUNDRY



The 'unseen' Falklands war was fought not on the hills around Port Stanley, but in the laundry, operated by the Chinese in HMS FEARLESS.

Here each and every night our gallant Chinese crew battled to wash and clean the kit of well over one thousand men and marines.

Of the original eleven Chinese embarked, eight volunteered to remain with the ship as she sailed for the Falklands conflict.

It was very soon judged to be too dangerous to operate the laundry by day, but this did not stop the Chinese crew. Instead they opted to work by night and come morning caught what sleep they could between air raids and the distant sound of shelling.

It was a great morale boost to have clean sheets and clothing. This was especially true for the visiting soldiers in from the field. For many of these men it was the only opportunity of 'cleaning up' they would get.

But if laundry was not enough, Number 'one' and his team were soon offering haircuts, shoes and even the services of a tailor. We were indeed lucky to have them onboard.

PHOTOGRAPHIC DEPARTMENT

The photographic department which is an annex of the air department, is a one-man dept. HMS FEARLESS is fully equipped to carry out all aspects of photography from ID/Passport type photos to highly detailed recce photos and from aerial shots to defect photography. The section is also able to carry out enlargements up to 20" x 16" and micro photography. Colour transparencies are also developed onboard.

When FEARLESS sailed for the South Atlantic she was stored up for a Dartmouth Training Cruise and by the time the ship reached Ascension Island the paper and films stock were almost exhausted, due to the constant demand for intelligence photos and transparencies for recognition. A signal requesting more stores was dispatched from Ascension and within four days the phot section was stocked up again with far more than we expected to use, but on return to Portsmouth we were down to just a few boxes. Approximately 6,749 sheets of paper and 396



films were actually used in 316 jobs. The total number of frames was 9,404.

Somehow amongst all the shipborne phot work the films taken by 40, 42 and HQ Royal Marines, civilian photographers from the *Daily Express* and *Soldier* magazine were also processed and printed onboard FEARLESS whilst at San Carlos Water.

The Leading Airman Photographer based on

FEARLESS (Rick Toyer) travelled quite some distance with 846 Squadron on aerial recce sorties around the Falklands and on the way south. He also visited Goose Green, Darwin, Pebble Island, Fox Bay and Stanley photographing various Argentine positions and equipment. All but a couple of photos in the Fearless Campaign Book were shot by L/AIR(PHOT) R. TOYER. They were selected from the very varied albums held onboard.

COMAW STAFF REPORT

In peacetime the normal complement of the Commodore Amphibious Warfare is small, being geared to staffing general amphibious matters, covering exercises and liaising with other, similar agencies in NATO. The Staff consists of eight officers and a small number of writer, communication and steward ratings all working from Stonehouse RMB, Plymouth.

It is the responsibility of the COMAW Staff to transport by sea 3 Commando Brigade Royal Marines with supporting arms, and to land them safely in an area of conflict whenever HMG orders. The Falkland Islands crisis posed quite the biggest problem ever undertaken by such a small staff, and the movement of 3 Commando Brigade increased by two battalions, over 8,000 miles of sea, was no mean directive.

From the very outset, it was apparent, that the breadth of scope of the operation, the number and variety of ships for which COMAW and his staff would be responsible, and the likely workload would mean that extra staff would have to be found to augment the permanent members. So it was that as the operation progressed additional staff joined to provide a wider coverage of expertise in areas such as warfare, mine clearance and intelligence analysis.

During the passage south the Staff were heavily involved with 3 Commando Brigade Staff in plans for the landing. This meant a detailed study of the immediate vicinity of the islands. Once back in Plymouth the staff reduced to its normal strength and returned to more mundane tasks such as setting up next spring's Arctic exercise!

YEHUIN (FALKLAND SOUND)





She was an Argentinian oil rig supply vessel which was commandeered by the Argentine Navy in April 1982 for work in the Falkland Islands. She was

surrendered to a Commander Royal Navy, on 15 June 1982 and was commandeered by a crew of 13 from HMS FEARLESS on 18 June 1982. From the 18th until the 2nd July she was operated in and around Port Stanley and Port William under the operational command of COMAW, flying the white ensign.

Among other things she operated as a tug on numerous occasions, a ferry, transferring 550 Argentine prisoners (and 25 dogs) and 3,000 British personnel, and a lifeboat, recovering a boat swept aground in heavy seas in Port William.

During this time she was also to steam to Port Pleasant with a fire fighting party to put them onboard the still burning Sir Galahad in a final attempt to douse the fires before a memorial service conducted in memory of the Welsh Guards and ship's company who were killed in the attack on the ship. From 18 June-2 July the ship was under the personal command of Lt R. I. CRAIK RN. On 2 July the ship was handed over to a crew from other ships in the Falkland Islands.

The ship's company:

Lt R. I. CRAIK, Lt(I) D. R. CLARKE (relieved 22 June by Sub Lt P. J. THICKNESS), MECH1 W. ASTLE, POMEM(L) DUBRAS, LMEM SMITH, RO1 NAPIER, RO2 WOOLVEN, AB(R) ROBSON, AB(M) BLACKMORE, NA(H) COOGAN, MEM SMITH, STD MURRAY, CK DAVIES.

SUPPLY AND SECRETARIAT DEPARTMENT



Wardroom Cooks and Stewards

As we slipped from Fountain Lake Jetty on Tuesday 6th April the Caterers and Stores Accountants were still trying to find spaces for the mountain of additional stores and victuals taken onboard for Operation Corporate. We had so much extra food that boxes were stowed on the deck outside officers' cabins forming a carpet of baked beans!

In the normal overload situation there would be a total of about seventy officers onboard and it was envisaged that this situation would last for a maximum of 7 days. Between leaving Portsmouth and finally sailing from the Falkland Islands on 24th June, there were never less than twice that number of officers borne. This imposed a tremendous strain on

the Wardroom Cooks and Stewards who coped magnificently with this massive influx of officers.

Much the same situation pertained in the Main Galley where over the same period never less than a thousand people were fed each day. After the landings took place on 21st May, the Main Galley Cooks and Caterers were faced with a different problem; the arrival each day of an unknown number of troops from ashore who would arrive unannounced and require feeding. It made catering in the proper sense of the word impossible. But, nevertheless, they were all fed a hot and substantial meal during their short period of R & R in FEARLESS.



Main Galley

On two occasions when we had firstly, 40 Cdo RM embarked, and secondly, The Welsh Guards, the ship was in the 'mega-overload' situation with about 1,600 people onboard. Fortunately this only lasted for one night in each case, but it meant that troops had to sleep in the Junior Rates' Dining Hall, which certainly made life difficult for the Dining Hall Party!

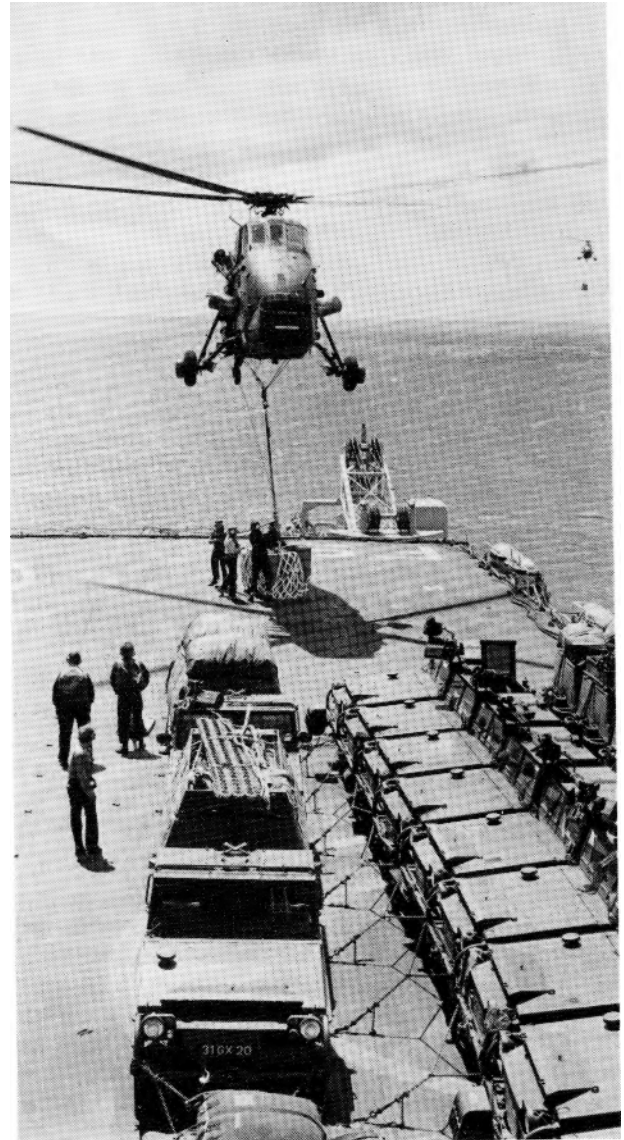
As a result of the hostilities the NAAFI Staff became subject to the Naval Discipline Act and assumed Naval ranks. The NAAFI Manager enjoyed the title of Chief Petty Officer Bill FORFAR for the duration (a position he seemed to enjoy!). The biggest problem facing the NAAFI Staff was the

difficulty of replenishing their stocks of essential items of beer, goffas, nutty and toiletries, all of which periodically ran out. This situation was certainly made worse as we appeared to be supplying the troops ashore as well!

The Stores Accountants faced a problem of an 8,000 mile supply line for any stores which had to come from the UK. Fortunately few items were required this way, but when they were and the importance warranted it they had to be air-dropped to us. Normally items of stores could be obtained from the RFAs in company, or even from other RN ships, and arrived by VERTREP (vertical replenishment using helicopters).



*Junior Rates' Dining Hall
converted for sleeping extra troops*



Vertrep to a crowded Flight Deck



A change of scene occurred for most of the writer staff: they were largely employed in operational or First Aid roles throughout the fighting, manning such places as the Commodore's Intelligence Cell, Operations Room and HQ 1. This meant a greater burden of work for those who remained, as, despite the war, paperwork and cash were still very much in demand: indeed more than £140,000 of personal cheques were cashed whilst deployed from the UK. We supplied money ashore at both San Carlos and Port Stanley, servicing not only the Ratings and

Marines ashore but also members of the other forces: on leaving the Falkland Islands we provided the Royal Army Pay Corps with £60,000 to tide them over till supplies were forthcoming from Britain.

The members of the Supply and Secretariat

Department were largely unseen and unsung, and their work and actions unglamorous; they nevertheless contributed to the success of the operation as if they had actually been firing the guns and missiles.

DIVING SECTION

'Hands to action stations, ships' divers muster at the diving store.' The date, the 26 April 1982 heralded a new and exciting chapter in the fortunes of HMS FEARLESS diving team.

Although still at Ascension Island, the possibility of underwater attack, especially from Argentine mini submarine was high. Our suspicions were greatly aroused by the detection of loud, unidentified sonar transmissions on FEARLESS hull. What had caused them, and more importantly had the ship come under attack? The diving teams brief was to search the hull thoroughly looking for limpet mines or any sign of explosive devices being placed on the ship. The diving task itself was not that unpleasant as the seas off Ascension were warm and clear-if not altogether safe from the occasional passing, or basking shark. Once in the water with the search under way the divers were surrounded by hundreds of brilliantly coloured tropical fish. L/S Tony BYFIELD was able to reflect on their exotic colour as he and the team swam slowly forward tethered to the safety lines. In all it took 25 minutes to swim the 500 ft forward and back again, though thankfully on this occasion the divers were able to report All Clear.

The remaining dives at Ascension were in English Bay. Here surrounded by beautiful coral and numerous brightly coloured fish the divers were able to practice the skills they were to later need in the Falkland Islands. Though by way of a diversion AB Spider KELLY and PO BIRKETT could not resist fighting all the octopus they could find.

Our days between Ascension Island and SAN CARLOS Water were spent preparing for the landings. ALL of the diving equipment had to be checked and ready for any eventuality.

When it came, that eventuality was at a most unexpected time-0600 in the morning. It was our fourth day of continuous air bombardment in 'Bomb Alley' when early on the morning of 25 May two ships simultaneously reported being attacked by underwater swimmer. Our task was simple, locate and destroy any limpet mines found on the ammunition ship RFA STROMNESS. Apprehension was written on the faces of all the divers as we approached STROMNESS, and, as if luck continued to favour us, the weather began to blow a gale, it was pitch black and snowing.

Lieut Dave CLARK, AB Spider KELLY, MEM Dave MOY, L/S Tony BYFIELD and PO BIRKETT braved the bitterly cold water to search STROMNESS. Meanwhile sweating it out in the diving tender working on the Limpet mine disposal equipment were CPO Dave CREES and Lieut Peter MASON, both hoping their services would not be required this particular night. For over 40 minutes the divers swam prodding and probing under the giant ship. They not only had the dark and a current to contend with, but also the intense cold which began slowly to freeze up the diving sets. In the ships above everyone waited, as time ticked slowly by. Then about an hour before first light one diver, followed by another surfaced, thumbs up and smiles all over their faces to report that all was clear. The experience was one no one could forget, but it was not quite over yet. We still had to race back to FEARLESS before the first Argentine aircraft of the day appeared overhead. Even so some divers were still in dress when action stations sounded later that morning.

Our remaining dives at SAN CARLOS had interest and excitement though in a different way. We were asked to blank off a large inlet in the ship's hull for the engineering department. Once more the continuing air raids meant the divers would have to dive after dark to secure the blank. LRO BAJONA and a number of other divers went without sleep for two days in an effort to secure the blank. But sorely missed were the services of our two Marine divers CORP WALKER and CORP EARLY, both of whom were required ashore with the assault force. Deprived of the necessary personnel the job of securing the blank became a difficult one. It had to be carefully weighted to sink the required 30 ft depth and then manipulated into position 40 ft under the hull. In the cold and dark, with a lack of sleep and shortage of personnel the job was proving to be a tough one. Finally a break in the weather and the topping up of the diving boat from 2K2 heads forced us to call a halt and seek the aid of the clearance diving team.

Our disappointment was short lived, as on reaching Port Stanley the divers were once more in demand. This time removing one of the sunken ANTELOPE hawsers from around our screw.

Diving in the Royal Navy can never be accused of being boring or uninteresting. It certainly was not during our three months deployed to the Falkland Islands.

4th ASSAULT SQUADRON ROYAL MARINES

I do not suppose any LPD Vehicle Decks' Party have ever worked as hard, especially over a weekend, as did ours from 2nd-5th April. Out went the DTS portakabins and in went a huge amount of various stores, mainly ammunition, much of which spent the next 8 weeks sitting in the tank deck in what seemed a most hazardous posture. During the long journey south much time was spent in essential training for what was to come, from aircraft recognition to how to deal with prisoners of war; despite this it took OCAS three days sitting in San Carlos Water before he was quick enough to spot anything flying which was not a helicopter or a seagull!

Our 3 weeks at Ascension kept the landing-craft crews in particular, extremely busy, and much valuable experience was gained. At times we seemed to be servicing the whole fleet (up to 20 ships), since few of the other ships were either able to or willing to put boats into the water. The LCVPs took quite a battering going alongside in the deceptively large swell. The LCUs worked almost perfectly but needless to say the first Intrepid LCU to beach (at English Bay) almost broached-to! During this period the first live firing of Scorpions and Scimitars from LCUs took place.

Tension grew after sailing from Ascension on 7th May, as each hope of diplomatic settlement was successively dashed, much to Mne Stringer's delight. Well into The Roaring Forties—which fortunately hardly lived up to their name—in the middle of the South Atlantic, we retracted the 4 LCUs one fine morning and collected the whole of 40 Cdo (nearly 600 men and full kit) from Canberra. The alternative was to do it by light jackstay!

By the evening of 20th May everything was ready for what was to be certainly the landing-craft branch's biggest day for nearly 40 years. After a tense transit of the TEZ and a nerve-racking entry into Falkland Sound the 4 LCUs and 4 LCVPs were loaded, mainly with the men of 40 Cdo. The LCU loading took much longer than had been anticipated, mainly because the men had to collect ammunition on the way. Then there was a stern-ramp problem followed by the first 'Air raid warning red'. Fortunately enough 'fat' had been built into the timings and we were ready to cross the Line of Departure on time (just). Unfortunately, Intrepid's LCUs, having to collect 2 Para from another ship (Norland), were not. So to a back-cloth of naval gunfire and tracer on enemy positions on Fanning Head, the 7-mile trip down San Carlos Water was done at full ahead, and the landings of 2 Para and 40 Cdo either side of San Carlos settlement went in unopposed and 40 minutes behind schedule, but still a good 4 hours before dawn. Our landing of 3 Para, whom we picked up from Intrepid and deposited on a non-existent beach west of Port San Carlos settlement, was only just completed when the first air attack came in.

The Beach Unit agreed that it would be a good idea if they got ashore a.s.a.p.! They set up at Blue 2, San

Carlos settlement, and prepared to receive the thousands of tons of stores and vehicles destined to come over this far-from-ideal beach.

For the next week or so everybody found out why they got the mysterious 'X factor'. The landing-craft really proved their worth, working on average 18 hours a day. In addition they took off the vast majority of the crew of HMS Antelope on the abandonment of that ill-fated ship. The Vehicle Decks party soon had their part of ship clear, at least of the war stores we had brought down, and they managed to rig a volley-ball court in their place, while those marines of the communal party soon began to enjoy their new job-as anti-air machine-gunnery (and effective ones too!).

After 3 Cdo Bde advanced out of the San Carlos beach-head, half the ABU sailed with Sir Tristram to Fitzroy, while landing-craft were detached and deployed in all directions. So for the next three weeks the detachment were often deployed in small units all over East Falkland. 2 LCVPs took recee parties over to West Falkland, while 2 others deployed to Teal Inlet to shift stores and men and to get shot up by Argy aircraft, fortunately to no effect. Previously one enemy aircraft had crashed into the sea 50 yards in front of Cpl White's craft; Mne Blackburn on Fearless had been showered by debris from a disintegrating Skyhawk, while an Intrepid LCU had been shaved by an errant Fearless Seacat missile and was missing the end of her liferaft container to prove it!

The 8th of June was a sad day for us all. After the tragic air-raid on Sir Galahad and Sir Tristram, 2 aircraft attacked LCU F4 on her way from Port Darwin to Fitzroy bringing up vital equipment. All her crew bar 2, and CPO James, who had done so much to ensure the smooth running of the landing-craft throughout the commission, were killed—without exception excellent and brave men. F1, after taking off over 100 survivors from Sir Galahad, spent the night searching for the remains of F4, which is presumed to have sunk near the spot she was hit.

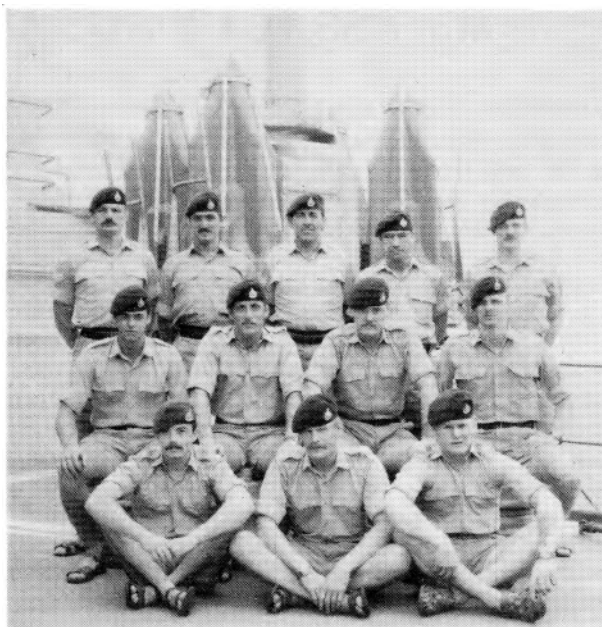
By this stage Fearless and Intrepid were sharing the responsibilities of being mother and providing support for LCUs moving forward to support the troops just west of Port Stanley. Passage from Fitzroy to the R.V. was a little fraught at times, none more so than for F3 and F2. After being pursued by red tracer for an hour (it was actually going the other way, but did not seem to be at the time) and being illuminated by an unknown source off Fox Island, C/Sgt Watkins and Cpl Daly were a little concerned to see Intrepid fire a chaff screen just as they were about to make the R.V.!

After the surprisingly hasty Argentine surrender, Fearless soon moved to the Port Stanley anchorage and a cold-weather Ascension period started all over again. Instead of watching giant turtles, the Beach Unit rescued an oily penguin (the only one we had



4th Assault Squadron

HQ



seen during the campaign!). He did not seem interested in Mne Fitzgerald' s canned pilchards, or in anything else we could offer him (her?) so he was given a new start in life from the stern of F1 in the cleaner waters of Port William.

Having recovered everything but the BARV-even Cpl. Selfe consented to come back on board-we sailed north from the Falkland Islands on 24th of June.

It had been an exciting, exhilarating, interesting, exhausting 3 months, inevitably saddened by the loss of 6 esteemed colleagues. When the dust settles most of us will be proud to be able to say that we took part in this amazing and successful campaign, which could never have been waged were it not for the landing-craft and their parent ships-Fearless and Intrepid.





WEAPON ENGINEERING DEPARTMENT

Operation Corporate started for the weapon engineering department, thankfully, without a bang. The WEO was recalled from leave on his birthday along with all others sensible enough to have taken first leave (who ever said "second leave is best").

The earliest big shock to the system was the extra ships' and force ammunition. A major achievement was managing to obey most of the Naval Magazine and Explosive Regulations while it was being embarked! Eight tons accumulating on the flight deck when the eager-beaver became less than eager at about 1815 one night, some of it piled 3 pallets high, was one of the failures!

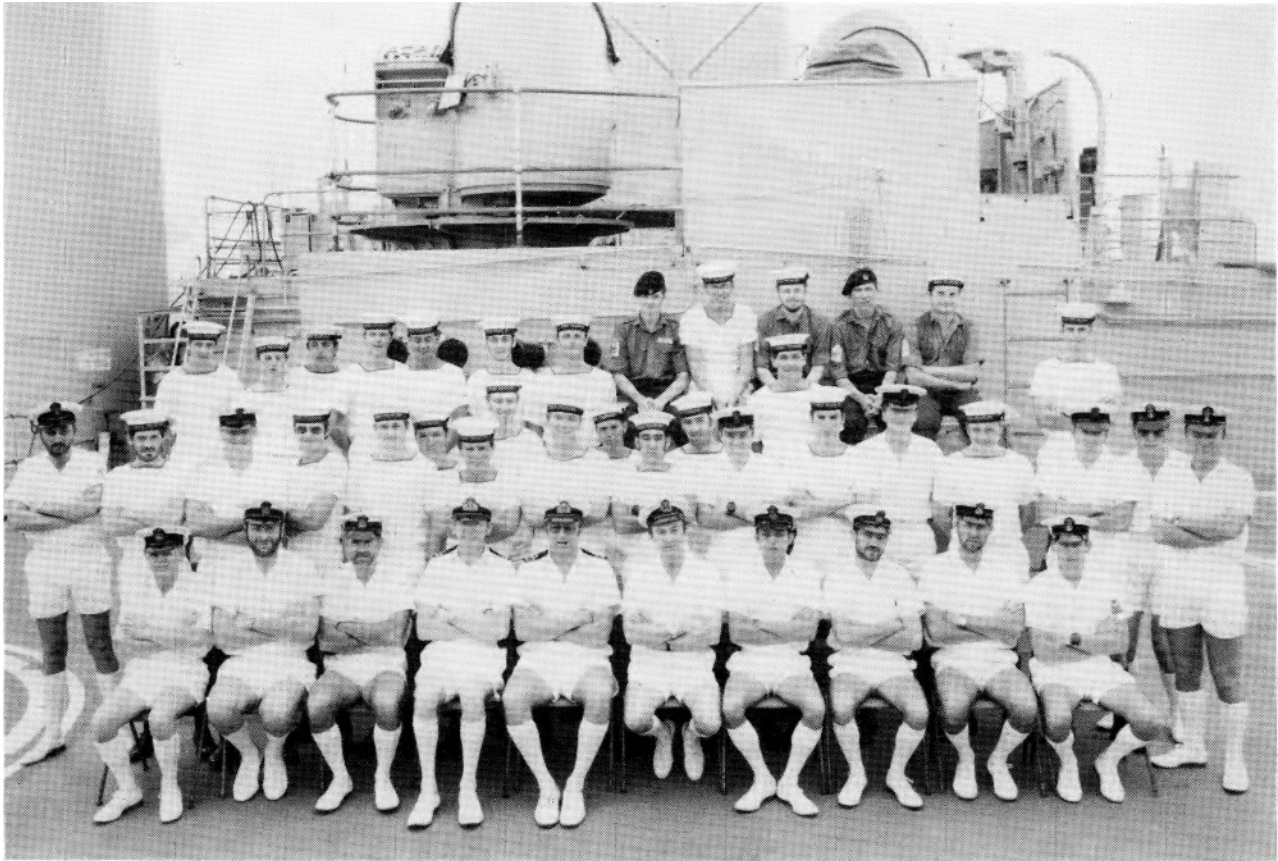
Next in line were the extra equipment; the "you can't talk about them" came to live near the Captain's cabin and brought their kit; the "you can talk but nobody can hear you" was shackled into the SCOT; a computer for predicting HF paths was embarked, a link 14 computer, a Wang computer to predict minefields (there was much trouble providing the correct wiggles for that); extra teleprinters and HF set (in the briefcase, the one which interfered so with the SRE aerials) were installed in the UHF office; the SAS brought their own SATCOM and lived in the Portacabin to look after it, to name but a few.

Then there were the extra people. The WEA Apps were retained and WEMN Bowers joined in Ascension. Things would have been very different without them. Extra people outside the department were many and new phrases like "do you think you could arrange a power supply for . . ." and "I want a telephone there" were heard. Most of them went away satisfied customers.

The next major phase was Ascension Island. Much assistance was given to other ships in materials and spares but most significantly personnel. Many members of the department visited other ships to carry out repairs, fit equipment and set to work gear which had arrived, including Bofors in the RFA Knights and MV ELK.

FEARLESS Weapons and Communications equipment functioned throughout the campaign to a very high degree of availability. A minor amount of SCOT trouble occurred and late one afternoon one of the Bofors 40/60 lost its ability to train and elevate. This was repaired overnight. On the plus side one of the Bofors fired a 63 round "burst". Otherwise no significant equipment was not available to the users when they requested it.

The final phase was evaluation and acquisition, for our own use, of abandoned "Argy" kit following military successes. Some very neat 20mm twin Rheinmetall AA mountings were found at Goose Green and flown back to the ship for check out. These were ideal for ad hoc installations in ships because they were fully self contained with their own Wankel engined generator and hydraulic pump. Three were installed in other ships subsequently. Two captured 20mm single barrel oerlikons were prepared for Nordella and Farnella so that swept mines could be more easily destroyed. An Argentine surveillance radar was set to work near the geophysical station in Port Stanley. Several 35mm mountings and generators were investigated but most had minor sabotage damage and could not be made to work in the short term. Seven exocet containers were found,



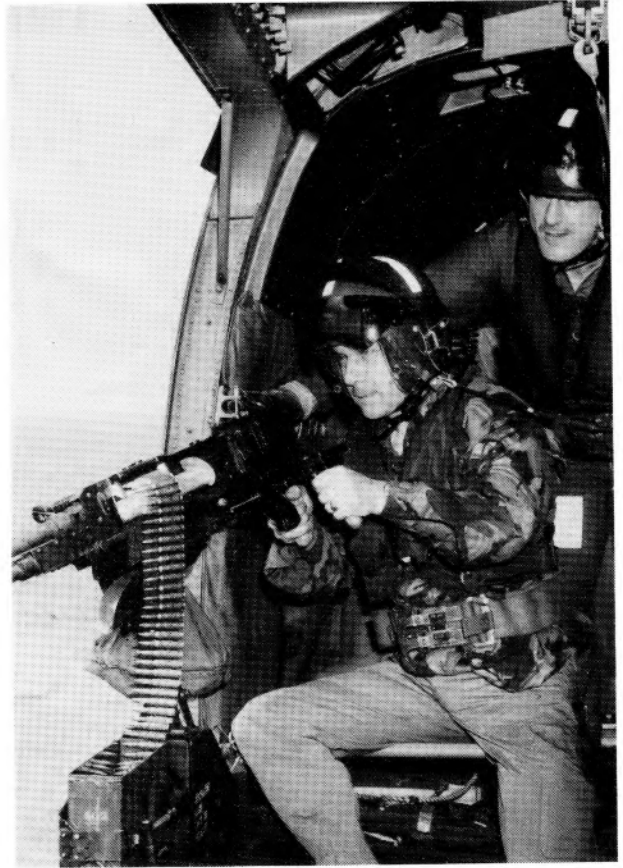
two empty, one contained a misfire and four more were unused-£1 million worth. The firing gear and generator was also found and passed to the cognoscenti in HMS Minerva for evaluation.

One section which hides itself well but had a significant effect on ship's morale was the TV and SRE. The excellent briefing CCTV system fitted in the ship coupled with the portable camera and recorder given by Tyne Ship Repair enabled the section to show films each day of what some of the ships company had achieved and in action phases some of what we prevented the "Argies" from achieving. DWEO was "lost" to 846 Squadron but the film he brought back was excellent, much of it used by the BBC Documentary "Task Force South".

The campaign was marked for the department by:

- a. enormous quantities of ammunition
- b. involvement in action with extra small arms
- c. much assistance to other units
- d. an extremely high level of availability of equipment

Throughout the operation men have worked in hidden corners of all departments for long hours at their bit of kit keeping it working with little recognition or direct supervision just because they knew it was required to keep the whole ship up to scratch. The plethora of interesting tasks and their executors are too numerous to mention. It is on these numerous unmentioned tasks that FEARLESS depended and still depends.



Above: Cabin Gun Practice

Top Left: Leaving Portsmouth

Left: Crossing the line

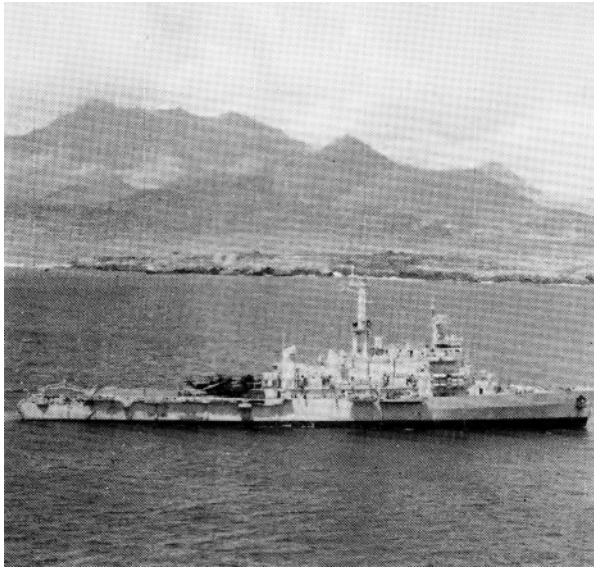
*Bottom Left: Crossing the line,
the Court of King Neptune*

Bottom: A crowded deck park at Ascension



THE MEN

<i>NAME</i>	<i>RANK/RATING</i>	<i>NAME</i>	<i>RANK/RATING</i>	<i>NAME</i>	<i>RANK/RATING</i>
ABBOTT R J	JRO1(G)*	BROOME K A	AB(M)	COTTAM V W	ALCK
ADAMS M J	LAEM(M)	BROWN A A	AEM(W)1	COURTNEY S P	MNE 1
ADAMS P C	SGT	BROWN E C E	LIEUT	COWEY P	MEM(M)1
ADAMSON P	MEM(L)1	BROWN R	R02(T)	COWIE A D	MNE 1
AIREY C	MNE1	BRUCE D W	LAEM(M)	COWIE N	ALWEM(0)
ALDER D J	AAB(M)	BRUCE E	POCK	COWLEY K A	AB(R)
ALDRED A	AWTR	BRUCE G	MNE1	CRABTREE P D	LIEUT
ALEXANDER J	MEA(H) 1	BUCKINGHAM-JONES H J	AB(M)	CRAIG M D	MEA3
ALLEN G V	LWTR	BUCKLAND B D	MEA(M)1	CRAIK R I	LIEUT
ALLEN N V	WEA APP	BUFTON G E	AB(M)	CRAWFORD R L	LIEUT RM
ALLSOBROOK D I	ACK	BULLEY A S	MNE1	CREE D	RS
AMBROSE P A	AEAAPP(M)	BUMFORD T G	SGT	CRES D T	WEMN1
AMPHLETT T	MNE1	BUNN N P	AEM(M)1	CREIGHTON I	MEM(M)2
ANDREW P C	WEMN 1	BURLINSON C J	MEMN(M)3	CROWN D J	POA(AH)
ANDREW U T	CPOMA	BURNETT R	APOACMN	CRUDEN P A	MNE1
APPLEYARD L	STD	BURNS D E W	AMEA2	CRUICKSHANKS D F	MEM(L)2
ARCHBOLD N A	AMEM(M) 1	BURNS J	POAEM(M)	CURETON E T	MNE1
ARCHER S P	MEM(M)1	BURNS P J	MA	CURRIE I G	ASTD
ARMSTRONG D	AB(R)	BURNS W E	STD	D' ARCY J M	STD
ARTHURS I	POAEM(WL)	BURROWS L M	AEM(L)1	DADSON P A	R02(G)
ARUNDELL C	AMEA(L) 1	BURTON E J	AEM(L) 1	DALBY M E	POAEM(L)
ASHDOWN A B T	POACMN	BURTON K	RPO	DALY J	CPL
ASHDOWN R	LIEUT	BURTON S D	MNE 1	DAVIDSON R A	LMA
ASTLE W J	MEMN(P)1	BUTTERWORTH H	CSGT	DAVIES B R	MEM(M)1
ATKINSON C J	FCMEA(P)	BYFIELD E A	LALS(R)	DAVIES C J A	CK
AVERY J B F	MEA1(P)	BYRNE R D	LS(R)	DAVIES N R	A/CSGT
AYERS A H	PO(M)	BYRNE W M	A/ ROI(T)	DAVIES R W	STD
BABB V	AEM(M) 1	BYTHEWAY C	SGT	DAVIS G E	LAEM(M)
BAILEY E J	MEA(M)1	CALCUTT P	MEM(M)1	DAVIS J S	MEM(M)1
BAISTOW S W	ALSTD	CAMERON D G B	POMEM(M)	DAVISON I	AB(R)
BAJONA M	LRO(G)	CAMERON H	LS(M)	DAWSON M D	MNE2
BAKER C B	LS(R)	CAMPBELL A G	AB(S)	DAWSON S K	A/CPL
BALCHIN D J	LIEUT	CAMPBELL J E	POMEM(M)	DAY K A	CA
BALDRY R B	MEM(L)1	CANDLER A E	CK	DAY S G B	AEM(M)1
BALL R J	LIEUT	CANSELL G T	LS(M)	DELEON O M	AEM(M) 1
BALSHAW M L N	MNE2	CARSON J W	A/S LIEUT	DERMOTT S J	S(M)
BANNON A	MNE1	CARTER A D	R02(G)	DEVINE G B	AEM(R) 1
BARCLAY G	AWTR	CARTER I G	MEM2	DEVITT J J	SGT
BARKHAM G S	CPL	CARTER K P	SA	DICK A K	ALCK
BARLOW G D	MEA(M)2	CARTER P M	ALCK	DIMOND R R	CPO(OPS)(M)
BARNES J A	S(M)	CARTER S	ALWEM(R)	DIXON J R S	CPL
BARR S R	AAB(R)	CARVEY I M	R01(G)	DOBINSON E J	LT CDR
BARRETT N T	MNE 1	CASTLES P L	AMEM(L)1	DOBSON S P	MNE 1
BARWICK P G	STD	CATLIN M C	ALMEM(M)	DODSON J A	POAEM(M)
BATES B	LMEM(M)	CATLIN S	R02(G)	DOMONEY A R	LCK
BAXTER S	ALMEM(M)	CHALK M A	MNE2	DONALD D J	CMEMN(P)
BAYNHAM J H	MNE 1	CHAMBERS A R	AEM(L)1	DONOVAN J E	POAEM(W)
BEARD C G R	LIEUT	CHAPMAN D J W	CMEM(M)	DOUGLAS F J	CPL
BECK D S	LWEM(R)	CHESMAN C J	AEA(M)2	DOWDALL C P	NA(AH)1
BEE R J	CPL	CHURCH C A	MEM(M)2	DOWELL N A	MEM(M)2
BENNETT A R C	LIEUT	CLAPP M C	COMMODORE	DOWNARD A A	MEMN(M)2
BERRY P	MEA(M)2	CLARIDGE R D	CK	DOWNES C R	LMEM(M)
BILLINGHAM R N	POA(AH)	CLARK D	MA	DOWNNEY D F	PO(R)
BIRCH A W	R01(G)	CLARK R J	SU RG LIEUT	DOWNIE H M G	LMEM(M)
BIRCHENOUGH A G T	ASA	CLARKE D R	LIEUT	DOWNING D B A	WEM(0)2
BLACK S P	AAB(M)	CLARKE J T	ALCK	DOYLE M W	POAEM(M)
BLACK T E G	CPL	CLARKE M F	AEM(R)1	DOYLE S	ALAEM(M)
BLACKBURN M W	MNE1	CLARKE R J	S(M)	DRAPER K	CPL
BLACKMORE A M T	AB(M)	CLAYTON J E	AEM(L)1	DUBRAS R F	APOMEM(L)
BLACKWOOD J	POAEM(L)	CLIFFORD M E	MEM(M)1	DUFF E	MNE1
BLAIR A	POMEM(L)	CLUETT R A	MNE2	DUFFIN B	MNE 1
BLAKEMORE M D	AMEM(L) 1	COATS D M	AWEM(R)1	DUNCAN A B	WEA3
BLANEY K R	NA(AH) 1	COLBY R V	POWTR	DUNFORD J A	RS
BOLTON K	ALS(EW)	COLE C	CMEA(H)	DUNN I L	LIEUT RM
BOOKER A F	AEM(M)1	COLE T J	AEM(L) 1	DUNNING A G	STD
BOOTH T D	RS	COLE W M	AB	DURKIN B T	AB(M)
BOSWELL S	MNE1	COLEMAN D W	CT3	EADEN K	POMEM(M)
BOWERS K	WTR	COLVILLE M A	MNE1	EADY G C	AEAAPP(M)
BOWERS M J F	WEMN1	CONDLIFFE P R	AB(M)	EALAS M J	S LIEUT
BRADY M F	PO(S)	CONNACHER B F	PO(M)	EAMES A R	CK
BRADY P	POCK	CONNOLLY S G H	WEM(R)1	EARLY R G	CPL
BRAIN H	AEMN(WL) 1	COOGAN D	NA(AH)1	EASTEN A	LMEM(M)
BRAITHWAITE M G	CAEM(M)	COOK F C	LIEUT RM	EDDS D C	MNE1
BRANCH-EVANS S J	LIEUT	COOK J P	ALSTD	EDWARDS R C	CAPTAIN RM
BRANLEY S M	POACMN	COOK S P	STD	EL LAMS T J	AMEMN(L)1
BREMNER A	ACK	COOMBS R R	FCPO COXN	ELSON G T	POSTD
BRENNAN J A	POACMN	COOPER G C	MEMN(M)1	EMERTON D H	A/CSGT
BRETT P T	NA(AH) 1	COOPER N J	AEMN(M)2	EVANS N G	LA(AH)
BRIGGS P I	WEM(0)2	COOPER N P	LACMEMN(M)	EVASON K B	NA(SE) 1
BRITTEN G T S	STD	CORDELL J	AEMN(WL)2	FAILL A W	LS(M)
BROGAN G P R	ALRO(T)	CORDEN L C	LAEM(W)	FAIRBROTHER M	CPL
BROOKS C	CPL	CORDWELL M V	MNE2	FAIRCLOUGH C	LAEM(L)
BROOKS P K	MEM(L) 1	CORNELIUS T L	LA(MET)	FARRELL T J	APOAEM(M)
BROOM G S	LRO(T)	CORNER B	A/S LIEUT	FARROW K	LSTD



At Ascension



The "Godbotherer" gets closer to his maker



Gazelle crashed on the beach

THE MEN

<i>NAME</i>	<i>RANK/RATING</i>	<i>NAME</i>	<i>RANK/RATING</i>	<i>NAME</i>	<i>RANK/RATING</i>
FEATHERSTONE E H	LT CDR	HARRIS I R	CAEM(L)	JEFFREY I	S(M)
FELLA I M	MNE1	HARRIS M W	MNE1	JOHNSON A C L	AEM(R)1
FITZGERALD R P	MNE1	HARRIS T	AEM(L)1	JOHNSON E W	SA
FITZGIBBON K	LS(M)	HARRISON K	SGT	JOHNSTONE S A	MEA3
FLEMING G	CPOSTD	HARSTON M W	MEA(H)1	JONES A	POAEM(M)
FLYNN G P	AEM(L)1	HARVEY A W	MEM(M)2	JONES B	MEM(L)2
FOLKARD C J	PO	HASLAM C J	CPL	JONES J A	LA(MET)
FORD G W	CPOCA	HASSALL M	MNE1	JONES J H	ALWEM(R)
FORD P G	CAEM(M)	HAWKSWORTH T	AEM(W)1	JONES K	A/POCK
FORD T R	MNE1	HAYBITTLE N J	S(M)	JONES K A	MNE1
FOREMAN B J	AEM(M)1	HAYTER G A	CK	JONES P A	A/S LIEUT
FORFAR W C	CPO	HAYWARD S A	MEMN(M)3	JONES R L	RPO
FORSHAW S	CK	HEALEY A P	AAB(M)	JOSIAH D R	PO(R)
FOSBURY P J	LAEM(R)	HEARN A W D	AB(R)	JOUAULT J L D	MNE1
FOSTER J J	AEM(M)1	HEATH G M	AEM(M)1	KEELING K	MEMN(M)1
FOWLER R S	MNE1	HEATH T	LMEM(M)	KELLEHER J C	AAB(R)
FOX K	MEM(M)1	HEATH T	CAEM(R)	KELLEY D D	JRO1(G)*
FRANCIS M J	CSGT	HEATON B A	AEM(M)1	KELLY J S	CAPTAIN
FRANCIS P A	MNE1	HEMSLEY A P	ALSTD	KELLY P J	AB(S)
FRANKLIN P N W	MNE1	HENDERSON G K	MEA3	KELLY R J	CPOA(AH)
FREEMAN A D	MEA(M)1	HENDERSON G M	MEM(L)2	KELLY R L	AEMN(M)1
FRENCH D K	CT1	HENDERSON S R	MEM(M)2	KELLY T J	CPOACMN
GALLAGHER D J	STD	HENERY D W	LMEM(M)	KEMP D R	CY
GARDHAM C P	AB(M)	HERON A B	STD	KEMP P W	ASTD
GARLICK D I	ALA(AH)	HERRIOTT J	LIEUT	KENNEDY R W	MNE1
GARRETT D J	CAEA(M)	HICK A	LREG	KENNY S F	CPL
GARRUD C D	MNE1	HICKEY D J	S LIEUT	KERLEY A J	AEM(M)1
GARSDIE J R	AEM(M)1	HIGGINS J K	SGT	KERRIGAN J P	WEM60)1
GEAR M A	CPL	HIGGINS P	MEM(M)1	KEWN W C	R01(G)
GERAGHTY I F	SURG LIEUT	HIGGINSON A J W	CAPTAIN RM	KIBBLEWHITE M	S(M)
GIBBONS A L G	ALSTD	HIGGINSON H L	ALWEM(R)	KING J H	R02(G)
GILBERT S A	MEA2	HILL C M	AAB(M)	KINGMAN P J	LAEM(L)
GILCHRIST J	SA	HILL R W	S(R)	KINLEY M	ALMEM(M)
GILL T S	NA(AH)1	HINDLEY W D	JMEM(L)1	KINSELLA J R	MNE1
GILLINGHAM R W	MEMN(M)1	HITCHCOCK S A	AEM(M)1	KIRBY M J	MNE1
GILMOUR A C	POAEM(M)	HITCHINS E G	CPL	KIRK J N	LWTR
GLEN J	FCSA	HOBBS P K	POWTR	KIRK K B	NA(AH)1
GLOVER P H	MNE1	HOCKING V J R	S(M)	KIRTLEY N	POCK
GOLICKER P L	LMEM(M)	HODGES A J	CMEM(M)	KNEALE N J	LA(AH)
GOODMAN M	LT CDR	HODGSON M	MEM(M)1	KNIGHT B T F	WO2
GOODWIN K R	R02(G)	HOGG D J	MEM(L)1	KNOWLES P F	AAB(M)
GOSLING M G C	MAJOR	HOLDER B J	CPL	KOWALIK S M	MNE1
GOUGH G E	POAEM(R)	HOLE A R	S(M)	LAHENEY T	WEM(R)1
GOULDING M R	MEM(M)1	HOLLINGS T J	AWEM(R)1	LAMB J D	MNE1
GRAHAM J W	MNE1	HOLLIS C D	LT CDR	LAMB M H	MEM(M)1
GRANT P M	S(M)	HOOPER J J	POSA	LAMBOURN M W L	CPL
GRAY B	AAB(R)	HOPKINS W G	CPL	LARGE C D P	MNE1
GREAVES M	NA(AH)2	HOPWOOD K	MNE2	LARKEN E S J	CAPTAIN
GREEN D J	POAEM(M)	HORN A J	CK	LARSEN F J	POAEM(M)
GREEN S E	MEM(L)1	HORN S R	WEM(R)2	LATHAM J K R	CT2
GREEN S J	R02(G)	HORNETT M J	ACPO(OP)(R)	LAVER C	POMEM(L)
GREENLEY S C	CPL	HORNSHAW R A	LT CDR	LAWRENCE A	MEM(M)2
GREENWOOD C R	ALSTD	HORRELL A M	S(R)	LAWRENCE A C	R02(G)
GREGORY P C	CPL	HORSLEY C H	MEM(M)1	LAWTON A C R	LIEUT
GREGSON P J	CHAPLAIN	HORTON R I	LIEUT	LEADLEY M B	CK
GREY C	AAB(M)	HOWARD L I	LIEUT	LEECH J K	STD
GRIFFITHS A	WTR	HOWARD M	AEM(M)1	LEES B A	MNE1
GRIFFITHS A N	ALWTR	HOWARD R J	S(M)	LEES P G	LAEM(M)
GRIFFITHS W O	AEM(M)1	HOWARD S M	CPL	LEESON S A	MNE1
GROVES R I	AAB(M)	HOWARTH J W	LAEM(M)	LEGG S A	MEM(L)1
GRUNDY D P	RO2	HOWE G J	AEA(WL)1	LELITKA C P	A/CPL
GUNN S J	MNE1	HOWELL M S	AB(M)	LEMAITRE G H	POAEM(WL)
HAGERTY C M	AB(M)	HOWELLS G R	LIEUT	LEMATTI S G	AEM(R)1
HALE S T	S(R)	HUDSON J P	CHAPLAIN	LESLIE M	AEA(M)2
HALE T P	POAEM(W)	HUGHES D L	STD	LESSLIE L	SGT
HALEY A R	MNE1	HUGHES G L	ALSTD	LINDSAY R J	MNE1
HALL M D	MEM(L)1	HUGHES J	MNE1	LITTLE D	LMEM(M)
HALL R P	S(M)	HUMPHREYS P J	S LIEUT	LLOYD B	AWEMNI
HALLAM J P	MEM(M)1	HUNT B E	ALCA	LOCK M C	POMEM(M)
HALLAS K	MEM(L)1	HUSKER S J S	AEM(M)1	LOCKE C J	POAEM(M)
HALLIM J A	MNE1	HUSSEY R	PO(M)	LOCKE G A	MNE1
HAM J E	AEM(L)1	HUTCHINGS R	LIEUT RM	LOCKHART R H	POMA
HAMILTON J D	STD	HYDE A N C	WEA APP	LOGAN J P	CK
HAMMOND P R	CPOACMN	IBBOTT D H	MNE1	LONGRIDGE R	CPL
HAMPSON A S	AEM(M)1	IVES C J	LT CDR	LORD D A	LIEUT
HANCOCK J R	A/CAPTAIN RM	IZZARD M L	MEA(H)1	LOUTH J W	STD
HANKIN M D	WEM(R)2	JACK P J	ALAEM(R)	LOVELEY A J	SA
HANNAH A	SGT	JACKSON A D	MNE2	LYNCH P A	S LIEUT
HANNON T P	MEM(M)1	JACKSON A H	MEM(L)2	MACAULEY G R	MNE1
HARDEN R C	LT CDR	JACKSON J C	POACMN	MACFARLANE R B	LAEM(M)
HARDING D	WEMN2	JACKSON T R	S LIEUT	MACKAY G T	NA(AH)1
HARPER R D	LIEUT	JAMES H G	MNE1	MACKAY I M	R01(G)
HARRIS A J	AEM(M)1	JEFFERSON S	AWEM(0)1	MACKAY N A	AEM(L)1



Sea King lifts Gazelle



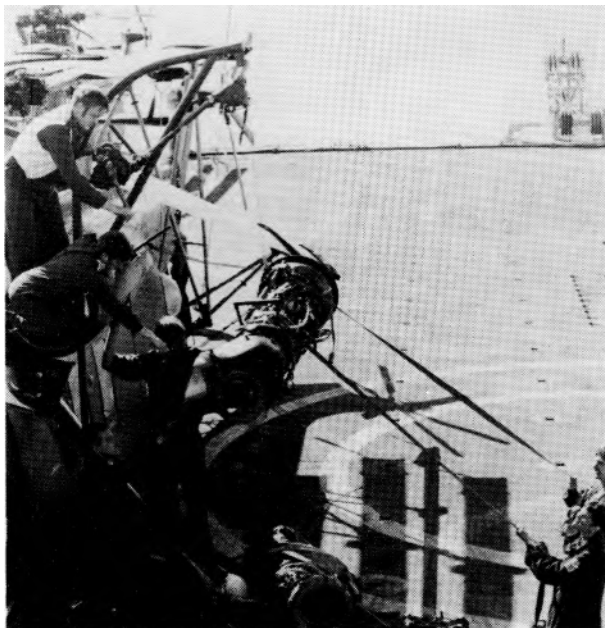
Troop Drills



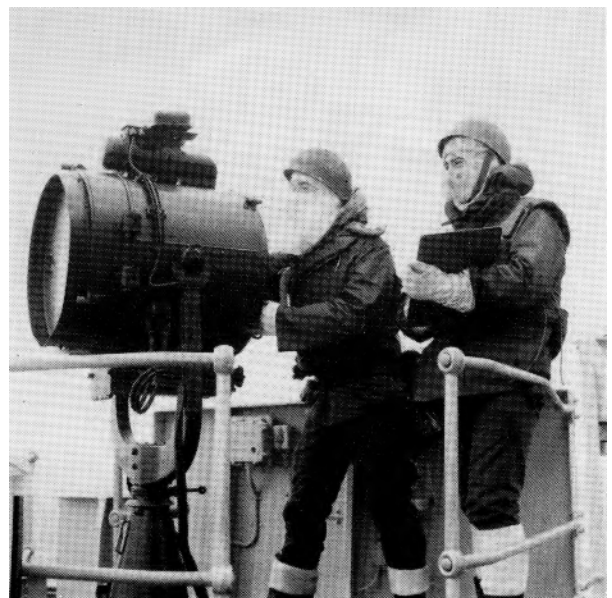
First Para drop from a Sea King



Admiral Woodward arrives from HERMES



Engine Change



Signals Flash

THE MEN

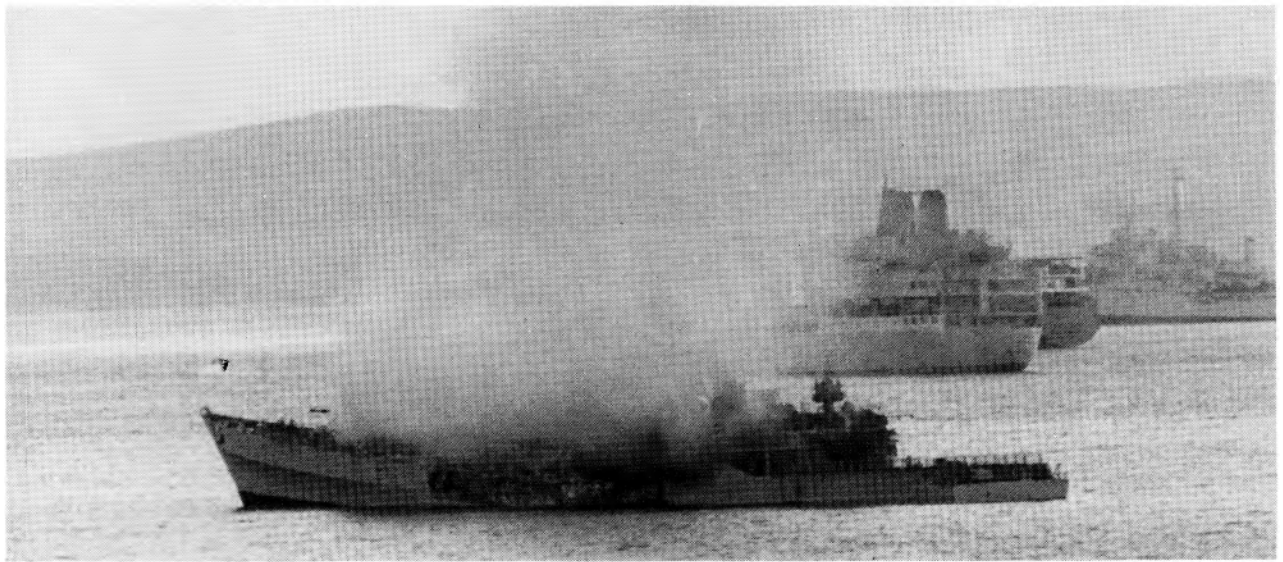
<i>NAME</i>	<i>RANK/RATING</i>	<i>NAME</i>	<i>RANK/RATING</i>	<i>NAME</i>	<i>RANK/RATING</i>
MADDISON A	R01(T)	MORTON C P	A/S LIEUT	POTTLE D A	AEM(R)1
MAGILL J E	ALMEM(M)	MOSS C J	AB(S)	POTTS B	CAEM(M)
MAHAN K	LAEM(M)	MOSS J G	MEM(L)2	POWELL C B	POSTD
MAINS D P	STD	MOSS P L	LA(SE)	POWELL J E	LAEM(M)
MALEY I P	CAEM(M)	MOUTTER R	CY	POWELL M J	LCPL
MALLOY B J	CK	MOY D K	MEM(L)1	POWER C J	AEA(M) 1
MANN P S	MEM(M)2	MUMFORD T C	MNE1	PREECE C	MEA2
MANSH I P	AWEM(R) 1	MUNNINGS J R	POPT	PRESCOTT C W	AB(R)
MARKHAM D	LCK	MURFIT J R	POAEM(R)	PRESTON R F	COLONEL
MARRIOTT I	ALSA	MURPHY J S	AB(R)	PRICE C G	CPL
MARSHALL J O	CPOCK	MURPHY P	WEA APP	PRICE J G	FCMEMN(L)
MARTIN C	WEM(R) 1	MURRAY T D	STD	PRICE P A	STD
MARTIN P	MEMN(M) 1	MYERS D	CMEM(M)	PRIESTLEY D	MEM(M)2
MASON P	LIEUT	NAPIER I C	ROI(T)	PRIME J R M	LT CDR
MASSEY K J	MEM(M)1	NASH S A	CK	PRIOR M	MEMN(L)2
MASSEY P	ALAEM(M)	NASH S B	MNEI	PUCKETT G E	AEM(M)1
MATTHEWMAN S A	AEM(M) 1	NEALE T	POWEM(R)	PUGHE D N	FCPO(OP)(EW)
MAXTED C J	POAEM(M)	NEEDHAM A H	CPL	PULLAN M	MNE1
MAYNARD A	LRO(T)	NEGUS R J	POA(AH)	PYNE S E J	LIEUT
MCAULEY C J	3RD OFFICER	NELIGAN G N W	S(M)	QUIGLEY J	MNE1
MCBRIDE A C	A/CSGT	NELSON D H	NA(AH) 1	RADLEY T C	WO1
MCCABE M F	POMEM(M)	NEWLAND R C	AEMN(R)2	RAINEY P I M	LIEUT
MCCAIG W J	STD	NEWMAN P A	MNE1	RAINSBURY S E	POAEM(W)
MCCALL J A	MNE1	NEWSOME R F	ALAEM(M)	RANKIN C T	POACMN
MCCRACKEN C G	MEA3	NEWTON P A	MEM(L)1	REAVILL M G	AAB(M)
MCCULLOCH S	R02(G)	NICHOLAS S	LMEM(L)	REDGRAVE P J	WEM(O)1
MCCULLOUGH P R	MEM(M) 1	NICHOLLS M A	MEM(M)2	REDSULL V N	MNE1
MCDERMOTT D T	MEM(M)2	NICHOLS S J	STD	REED M L	NA(AH)1
MCDONOUGH M	CK	NICHOLSON A	MEM(L) 1	REES C P	MEM(M)1
MCDOWALL R	AMEA2	NICKELS L D	WEM(R) 1	REES M A	MEM(M)2
MCGRATTAN H	WEM(R)1	NISBETT C B	AAB(R)	REES P	CPL
MCGREGOR D J	AEM(R)1	NIXON S P	MEM(L)2	REILLY J S	ALWEM(R)
MCGREGOR P J	COMMANDER	NORTH N J	LIEUT	RENNIE D	MNE1
MCILVENNA D G	MNE1	NORTON N J	AEA(R)2	REYNOLDS P A	CAPTAIN RM
MCINTOSH R	MEA2	NOWELL A D	MNE1	RICHARDS C J H	LT CDR
MCINTYRE R T	WEMN 1	NUTTALL P	LWEM(O)	RICHARDSON D J	AEM(W) 1
MCKENZIE J O	WO2	0' CONNOR T J	SGT	RICHARDSON E J	LT CDR
MCLAREN I	LIEUT	0' NEIL T	ALMEM(M)	RICKMAN P H	MNE1
MCLAUGHLIN R J	WEM(R) 1	OBBARD D	CPL	RIDLEY D G	CPO(MW)
MCLEOD A	S(M)	OBRIEN D J	MNE1	RIDLEY G W	MEM(M)2
MCMANUS E P	AMEM(M) 1	OBRIEN J P	ALRO(G)	ROADNIGHT M A	ALAEM(M)
MCNALLY T R	AMEM(L)1	OGDEN M A	ASTD	ROBBINS I D	MNE1
MCNICOL G S B	AMEA2	OLERENSHAW K J	AEA(M)2	ROBERTS A	MNEI
MCRBERTS G K	POACMN	OLIVER A J	S(M)	ROBERTS E W	AEA(M)1
MCWALTERS P G	LIEUT	ONEIL S	MEM(M)2	ROBERTS P	ALAEM(L)
MEATYARD C G B	LT CDR	ORAM G	ASTD	ROBERTS S M	AEM(M) 1
MEDHURST R G	ALRO(T)	OSHEA J M	MNE 1	ROBERTSHAW I	LSTD
MEHARG J E	POMEM(M)	OSULLIVAN K J	ALAEM(L)	ROBERTSON A D	ALMEM(M)
MEHLIN A W J	MEM(L)2	OWEN J M	LAEM(R)	ROBERTSON A M	MEM(L) 1
MELLERS G L	CV	OXLEY N A	MEA3	ROBERTSON I	LACMN
MELLOR A L	LALMEM(L)	PALMER K	MNE I	ROBINSON D A	MEM(M)2
MELLOWS C H	LRO(G)	PAMMENTER J S	ALMEM(M)	ROBINSON D J	WTR
MERCER M G	CPOCK	PARK S	LA(MET)	ROBINSON R	CAEM(M)
MERRIE S	AEM(M)1	PARKER D	LSA	ROBINSON S	LIEUT
METCALFE A W	AEM(R) 1	PARKER J K	A/RO 1 (G)	ROBSON M	AB(R)
METCALFE R J	CPOWTR	PARKER N R	MNE I	ROE R	AB(M)
MIDDLETON J D	S LIEUT	PARKER S K	AEM(R)1	ROGERS J W	MNE1
MIDDLETON J E	MEM(M)2	PARKER T	CPO(SEA)	ROGERS P J	AB(M)
MIFSUD H	LSTD	PARKINSON A P	AEM(M)1	ROMAIN G P	ALRO(T)
MILLER A G W E	AB(MW)	PARR D L	AEA(R) 1	ROOKE J P K	LT CDR
MILLER J A G	LIEUT	PARR M A	MEM(L)1	ROONEY T J	POWEM(O)
MILLS J	POA(SE)	PARSONS D B	MNE1	ROSE D J	POSA
MILLS R	AEA(M)1	PASK D M	LMEM(M)	ROSE J A	MNE I
MILLS R P	AEM(L) 1	PASSMORE J F G	AEMN(WL)1	ROSE M A	MEM(L) 1
MILLWARD S	STD	PAYNE D P	SGT	ROSE M A	MEMN(M)2
MINORDS D J	MAJOR	PAYNE M D	ROI(T)	ROSIER P D P	ALS(R)
MITCHELL I V	ACPO(MW)	PEACE D M	MEM(M)1	ROSS A A	LIEUT
MITCHELL K F G	LCPL	PEARSON C	MEM(M)2	ROSS K	CPL
MITCHELL M R	LCA	PEETT J F	CWEM(O)	ROWE M D	AEM(W) 1
MOISEY A	ACMEM(L)	PEGG J L R	MEM(M)1	ROWLANDS P K	MEM(L)2
MOLLOY P J	LIEUT	PERKINS M J	CK	ROWLEY W E	LIEUT
MONAGHAN K	AEMN(M) I	PERRY M R ST C	MNE1	ROWLINSON M A	AEM(M)1
MONAHAN J	CK	PERRY R P	POPT	RUSSELL C	MEMN(M)1
MONK S D	MNE2	PETERS G	MNE1	RUSSELL D H	MA
MOODIE A D	S(M)	PETTERSEN A J	AEAAPP	RUSSELL F R	MNE1
MOON P	ASTD	PHILIPS A	ROI(G)	RUSSELL G	CK
MOORE P J	LIEUT	PICCAVER C A J	AEM(M)1	RUSSELL T S	ALMEM(M)
MORETON G L	SGT	PICKERING G K	AWTR	RYDER D A	AEM(M)1
MORGAN A B	POSTD	PITT J D	MEM(M)1	SANDERSON R C	SG LT CDR(D)
MORGAN M J	AEM(W) I	POLLARD S	POAEM(L)	SAUL P M	AAB(R)
MORRIS M J	POCK	POLLOCK W A	LT CDR	SAVAGE A	NA(AH)2
MORRIS P G	AEA(L)1	POOLE T	POAEM(L)	SAWYER R J	LRO(G)
MORRISON G D	R02(G)	PORTER K J	ROI(T)	SCHOLES N E	SURG CDR
MORTIMER P S	ROI(T)	PORTER T G D	MNE1	SCOTLAND P	CPL



Bofors Crew



Royals Ready



The last gasps of ANTELOPE



The ill-fated F4 with ANTELOPE survivors



The Commodore meets Royal

THE MEN

<i>NAME</i>	<i>RANK/RATING</i>	<i>NAME</i>	<i>RANK/RATING</i>	<i>NAME</i>	<i>RANK/RATING</i>
SCOTT J M	AEMN(M)1	SUMMERFIELD M A	MNE1	WATKINS D A	A/CSGT
SCOTT S	S(M)	SUMMERILL A L	MEA2	WATKINS J E	STD
SEARLE T M	AEA(M)1	SUTER S R	AAEA(R)2	WATSON S	AWEA2
SEDGLEY K	LWEM(R)	SUTHERLAND T J	WEA APP	WATT A	MEM(M)1
SELFE I J	CPL	SWAINE R	LIEUT	WEBB P J	CPL
SHALDERS M J	LIEUT	SYKES D M	MEMN(M)3	WEEKS J A	MEMN(M)1
SHARP G H C	MNE1	TALBOT M C	ALA(AH)	WEIR J S	ALWTR
SHAW P A	AEA(M)2	TALLETT R F	LCPL	WELLS J	PO(R)
SHAW R M S	RO2(G)	TALMAN W C L	FCWEM	WELLS P D R	LMEM(L)
SHEA S	LCPL	TAPPING M K	CCY	WHATLEY A D	RO2(G)
SHEARER D S	AAEA(L)2	TARABELLA S P	MEA(M)1	WHELAN W J	LT CDR
SHEEHAN A E	MEM(L)1	TATTERSALL C W	POACMN	WHIGHT S J	WEM(0)1
SHELDON J R	POACMN	TAVERNER M	RS	WHITCHER J G	POMEM(M)
SHEPPARD E	SGT	TAYLOR D R	S(M)	WHITCHER R J	S(M)
SHORT T E	CPOACMN	TAYLOR R S	NA(AH)1	WHITE A P	CPL
SIDDLE A G	MEMN1	TAYLOR V V A	WEM(R)1	WHITE D J	POMA
SIDEY R C W	CPL	TEMPLE S	MEM(M)1	WHITE G L	MEA2
SIMMONS M C	MEM(L)2	TEMPLEMAN R	LSA	WHITE J J	LT CDR
SIMONDS M A	AB	TERRY J M	LIEUT	WHITE P	ALAEM(M)
SIMPSON K	AB	THICKETT P D	APOMEM(L)	WHITE R L	AEA(R)3
SIMPSON N A	AB(M)	THICKNESSE P J	A/S LIEUT	WHITEHEAD J D D	LT CDR
SIMS R	RO2(G)	THOMAS B L	POMEM(M)	WHITEHEAD M R	MEM(M)2
SINCLAIR C T	AWEM(0)1	THOMAS R W	LAEM(W)	WHITFIELD S A F	MNE1
SINCLAIR K D	MEM(L)1	THOMAS S F	RO1(T)	WHITTINGTON G C	WEM(R)1
SKINNER A J	POWEM(R)	THOMPSON D I	LALA(AH)	WHYTE D C	SURG CDR
SKINNER J R	POMEM(L)	THOMPSON G O B	CPL	WIGGETT M H	CPO(OPS)(M)
SKIPSEY A J	MNE1	THOMPSON N R	LCK	WIGHT D	LCPL
SKULL J R	CT3	THOMPSON R H S	COMMANDER	WILD I G	ASTD
SMALL D	RO2(G)	THORNEWILL S C	LT CDR	WILKINSON A W	POMEM(M)
SMALL G	MEM(L)2	THWAITES D F	AEA(M)2	WILKINSON M M	AEA(L)2
SMITH R C F	POSA	TILL P H N	MEA(M)1	WILKINSON P	AEM(R)1
SMITH C C	AB(M)	TILLBROOK M L	CSGT	WILKINSON S	MEM(M)1
SMITH C E	A/R01(G)	TILLEY D J	MNE1	WILLIAMS D J	MEM(L)2
SMITH C E	APOMEM(L)	TIMMINGTON D	CRS	WILLIAMS D L	MEMN(M)1
SMITH G J	COMMANDER	TIMMONS G S	AB(S)	WILLIAMS D T J	ALMEM(M)
SMITH G J T	MNE1	TOMS M R	LA(SE)	WILLIAMS G T	AEM(R)1
SMITH J C	LS(R)	TOYER R H	LA(PHOT)	WILLIAMS I R	STD
SMITH M W T	CA	TREBY A B	MNE2	WILLIAMS M D	ALRO(G)
SMITH N M	ALMEM(M)	TUCKWELL M A	MEA1(P)	WILLIAMS M P	NA(AH)1
SMITH N W	MEM(M)1	TUPPER M J	CPOACMN	WILLIAMS T A	LCK
SMITH P W R	CPL	TURNBULL J J	PO(MW)	WILLIAMS W	S(M)
SMITH R M	NA(AH)1	TURNER L H	FCPO(OPS)(R)	WILLIS M F	CSGT
SMITH R T	LAEM(L)	TURNER P F	MNE1	WILLIS V A L	POAEM(R)
SOAR M J	AEM(L)1	TURNER P J	LACMN	WILSON G B	MNE1
SOUTHARD B	AEA(R)1	UPTON P A	MEM(M)1	WILSON P A	AB(R)
SPARK I	MEM(M)1	VICKERS R J	MEA3	WILSON R	LAEM(M)
SPARROW A N	MNE1	VIMPANY S M	RO2(G)	WILSON R C D	MNE1
SPENCE J A J	S LIEUT	VOCE B M W	LA(AH)	WINSLOW K S	S(R)
SPENCER C P	AEAAPP(R)	VOLLEY D B	LACPO(MW)	WINTERBURN W W	WEM(R)1
SPENS-BLACK G P	LIEUT	WADE M	MNE1	WOOD A C	CPL
SPILLINGS C F	MEM(M)2	WAITE C	MNE1	WOOD A C M	LT CDR
SPREADBRIDGE P A	S LIEUT	WAKE M	MEM(M)2	WOOD D G	CK
STAINFORTH O	LCK	WALE T E	MEMN(M)2	WOOD F D	POA(AH)
STALEY G R	MNE1	WALKER B J	ALSTD	WOOD T H	LALS(M)
STANLEY N	MEM(M)1	WALKER B R	CPL	WOODHALL G E	MEMN(P)1
STANNING T J	LT CDR	WALKER K D	CPL	WOODHOUSE D W	A/R01(G)
STAPLIN P D	MNE1	WALLIS K	POMEM(M)	WOODS J R	CMEA(H)
STEEL I J	MNE1	WALLOM P T	LCPL	WOODWARD K	POA(AH)
STEELE I P C	RO2(G)	WALSTER G	CAEM(WL)	WOOLHEAD I R	SGT
STEVEN A	MNE1	WALTERS A C G	CPL	WOOLLEY S A	LIEUT
STEVENS M	AEA(M)1	WALTERS D N	LIEUT RM	WOOLVEN P	A/R01(T)
STEWART D J	LAEM(W)	WALTHO M C	A/S LIEUT	WRIGHT A L	S(M)
STINTON R	MNE1	WALTON A	MNE1	WRIGHT A W	CK
STOKES A M	MNE1	WALTON W G	MNE1	WRIGHT K A	POMEM(M)
STOLLERY M A	AEM(M)1	WARD M S	NA(AH)2	WRIGHT M	NA(AH)1
STOLLERY M T	A/S LIEUT	WARD M T	ALCK	WRIGHTON C R	LT CDR
STONE G T	ALAEM(M)	WARD P A	MEM(L)2	WYMER P M	S(R)
STONES A G	AB	WARD T P	LIEUT	YOUNG J M	SURG CAPTAIN
STRANGE R S	MNE1	WARREN K L	LT CDR	YOUNG W J	CPL
STRATTON M R	S(M)	WATERSON M P	CK	ZUBRYD J R	APOMEM(M)
STRINGER C L	MNE1	WATHEN G W	MEA1(P)		



*GPMG and Crew
San Carlos Water*



LCUs ashore



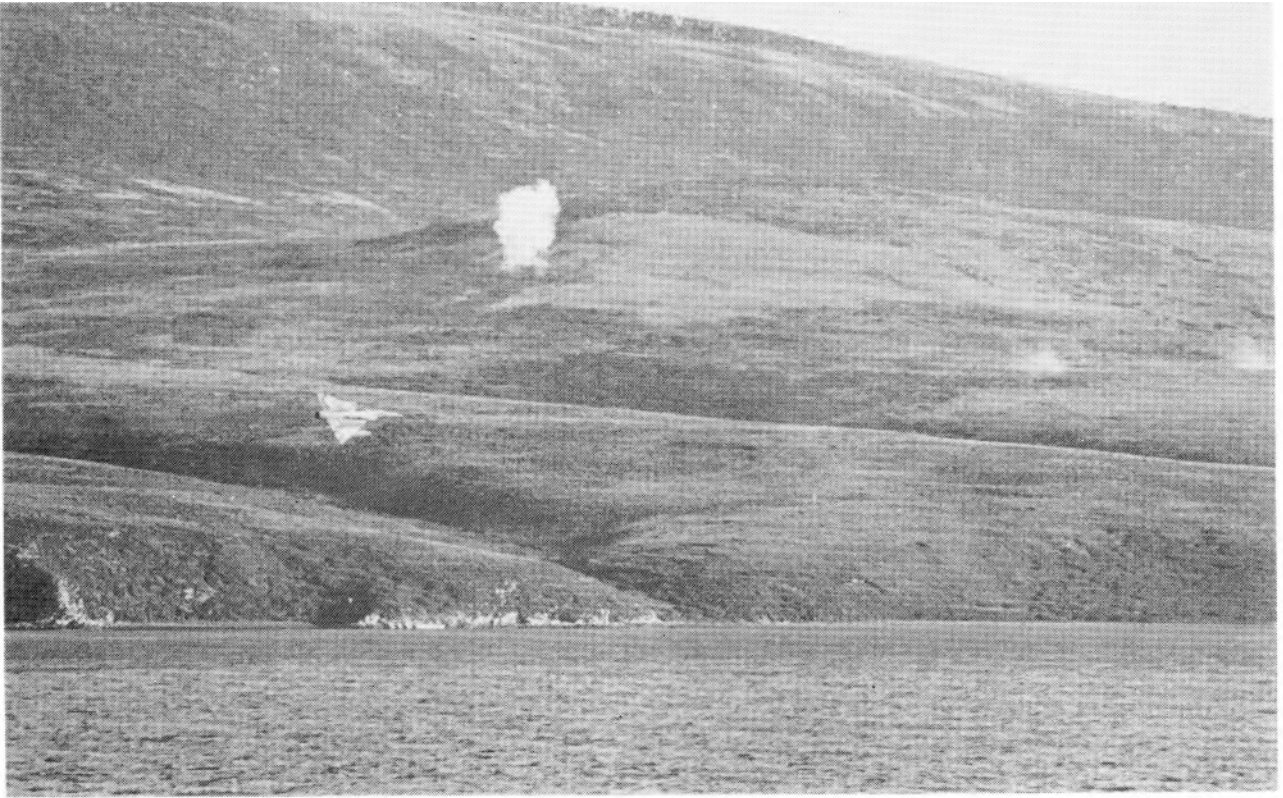
Captain with Seaman Moody



The Enemy Skyhawk



CPO Crees fixes it



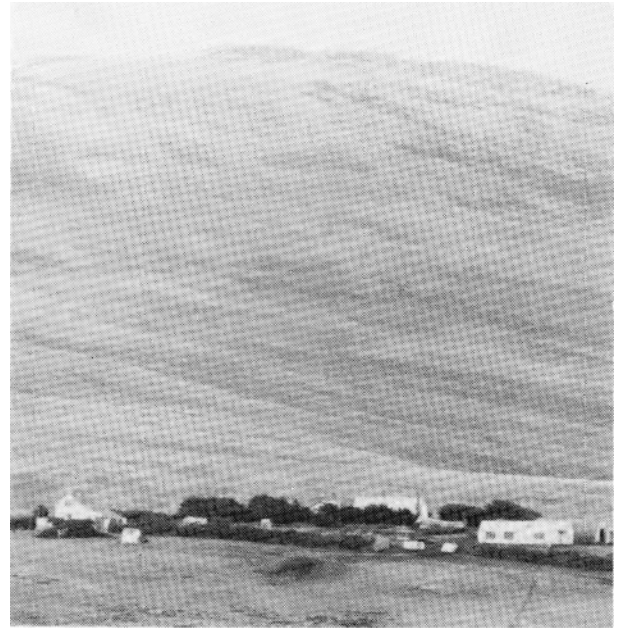
Mirage runs the Gauntlet



Bomb Alley



The one Chinook left from Atlantic Conveyor



San Carlos settlement



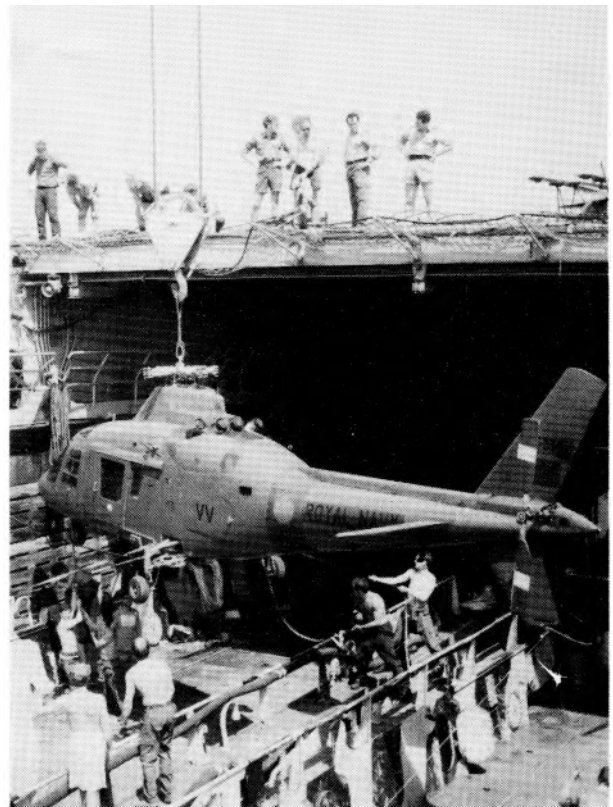
The day ends



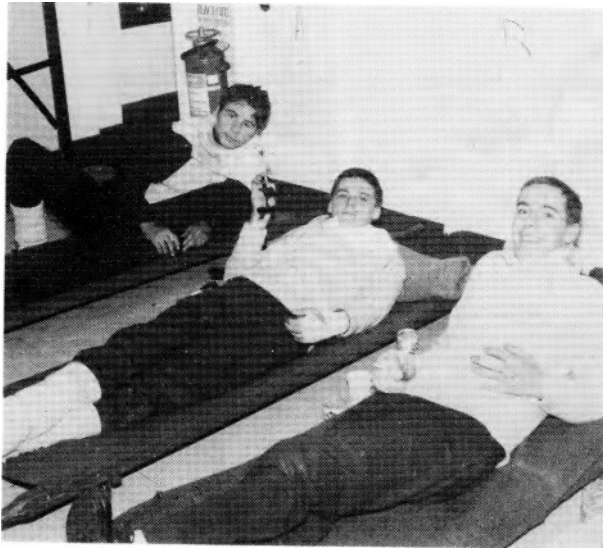
Harrier refuels



The Dock



Room for a small one?



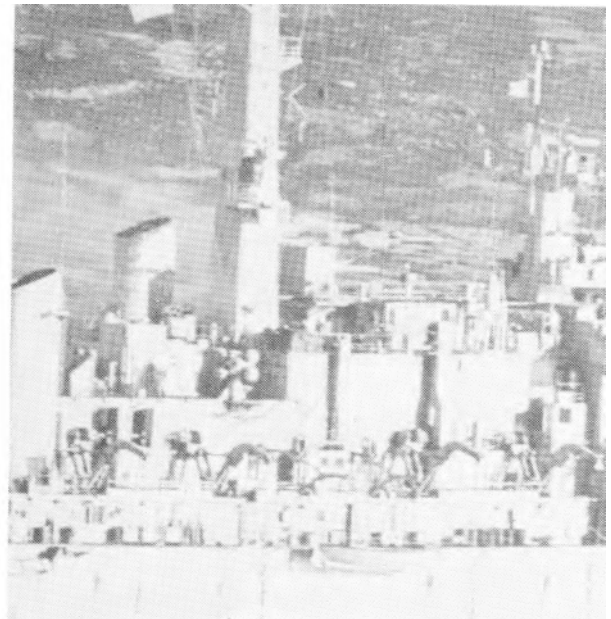
The Wounded



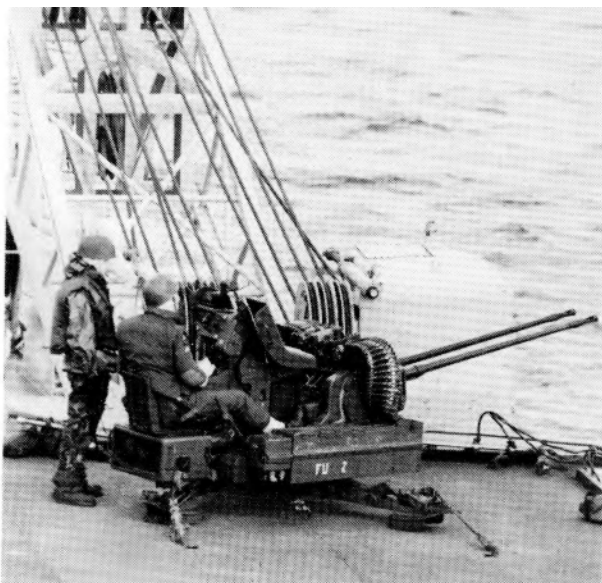
BBC Brian and his team



General Moore arrives



Now you see it, now you don't!



Y- Turret



F4 and Welsh Guards



Headquarters, Land Forces
Falkland Islands

STATEMENT OF SURRENDER

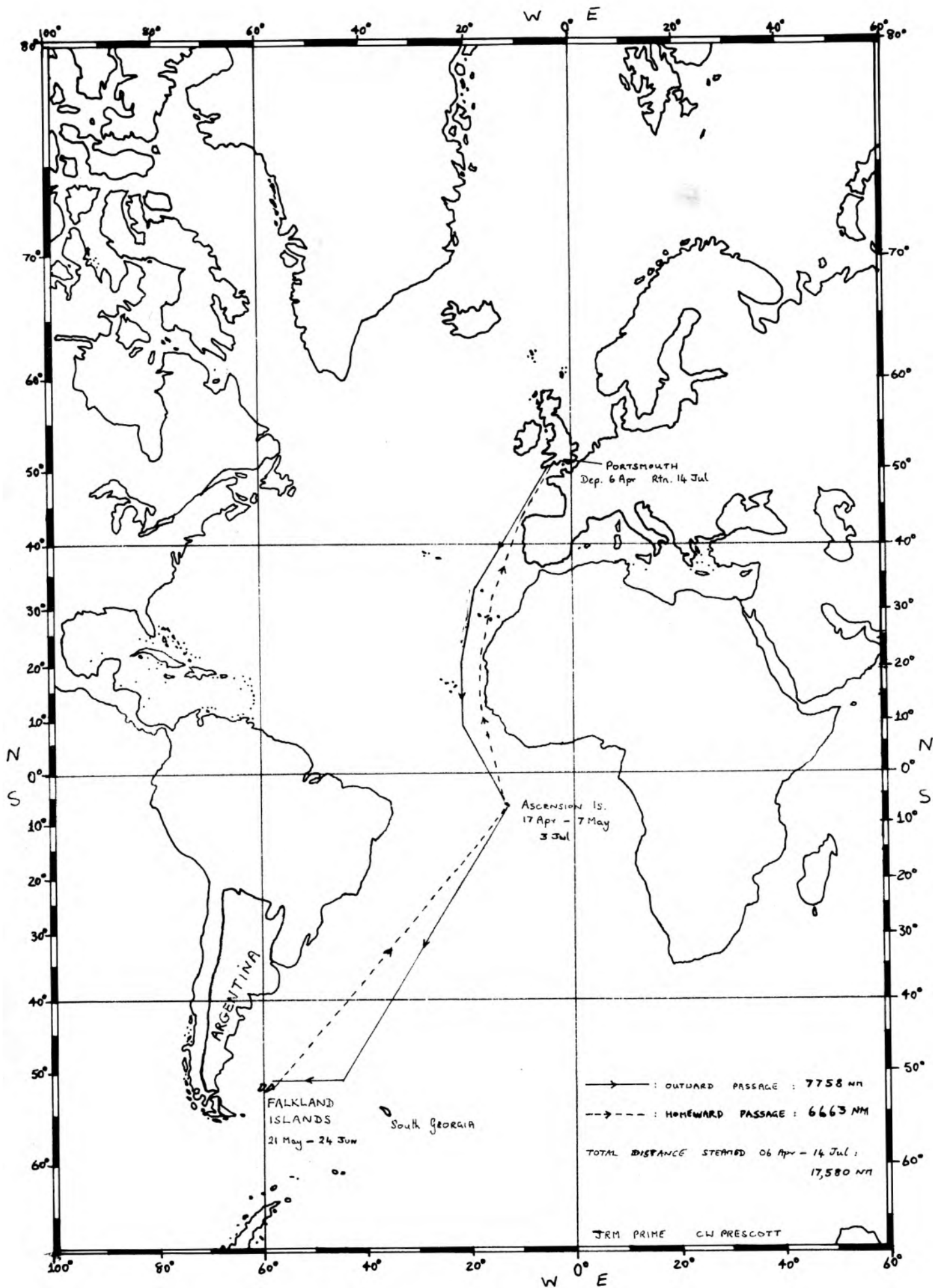
I, the undersigned, Commander of all the Argentine land, sea and air forces in the Falkland Islands ~~at 2359 hours~~ surrender to Major General J. J. MOORE CB CMLC* as representative of Her Britannic Majesty's Government.

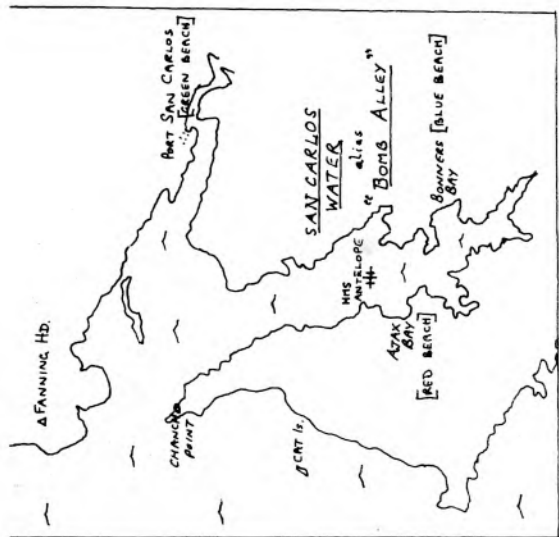
Under the terms of this surrender all Argentinian personnel in the Falkland Islands are to muster at assembly points which will be nominated by General Moore and hand over their arms, ammunition, and all other weapons and warlike equipment as directed by General Moore or appropriate British officers acting on his behalf.

Following the surrender all personnel of the Argentinian Forces will be treated with honour in accordance with the conditions set out in the Geneva Convention of 1949. They will obey any directions concerning movement and in connection with accommodation.

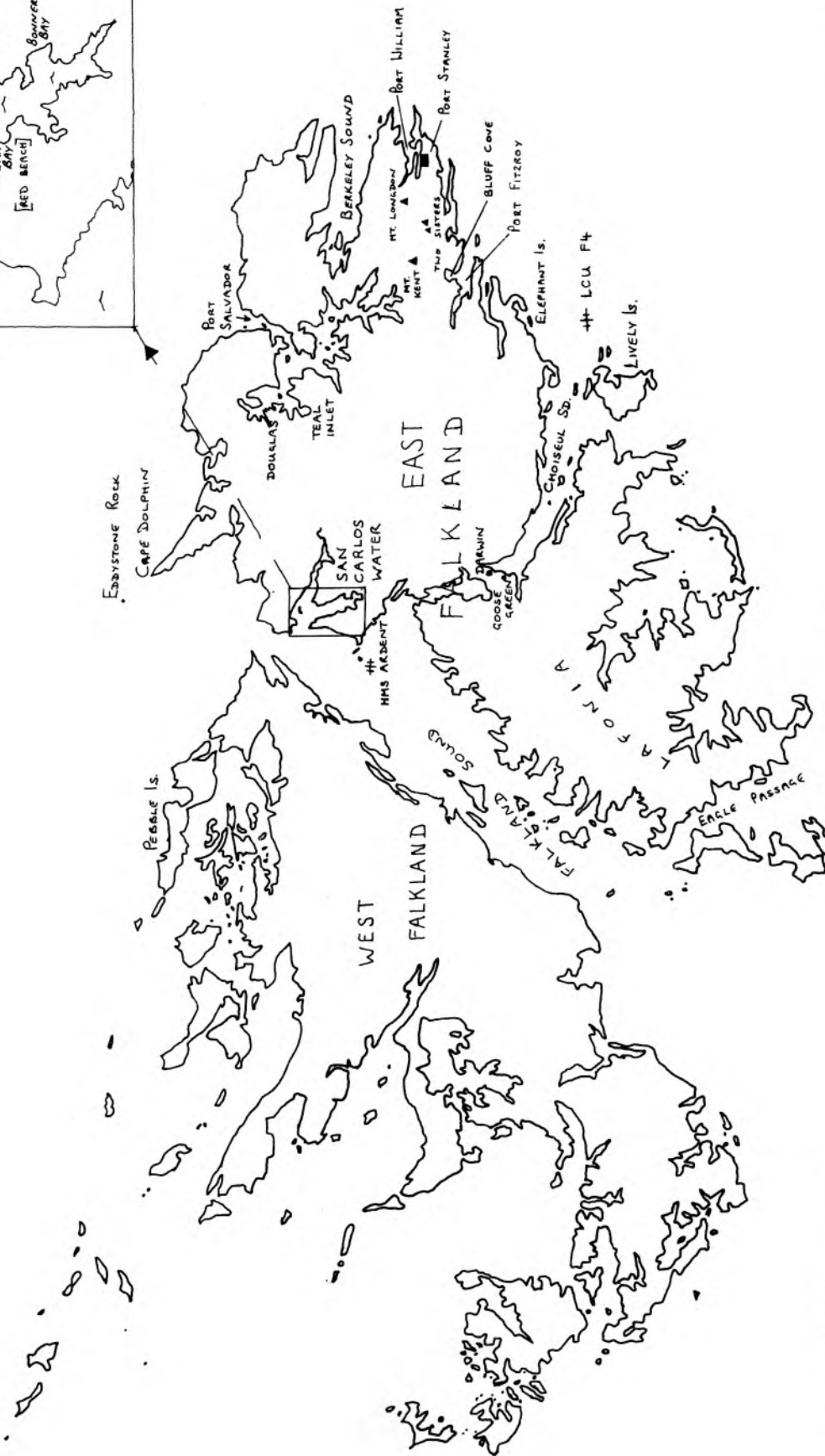
This surrender is to be effective from 2359 hours ZULU on 14 June (2059 hours local) and includes those Argentine Forces presently deployed in and around Port Stanley, those others on East Falkland, ~~west Falkland~~ ^{west Falkland} and all the outlying islands.

M. B. M. S. i.
..... Commander Argentine Forces
J. J. Moore
..... J. J. MOORE
Major General
[Signature]
..... Witness
..... 2359 hours 14 June 1982





HMS COVENTRY
 ++



SCALE MM. 0 10 20