

UNCLASS/NPM

NAVAL HISTORICAL BRANCH  
196.  
-6 JUL 1983  
MINISTRY OF DEFENCE

TEMPUS OMNIA VINCIT

CONQUEROR



OPERATION CORPORATE

UNCLASS/NPM

FLAG OFFICER  
20568  
8 JUL 1982  
2000 17 173 v

UNCLASS/NPM ~~SECRET~~  
~~UK EYES 'B'~~

PART TWO

OPERATION CORPORATE - ANNEX BRAVO

NARRATIVE

COPY NO ..... ONE .....

TO: ..... THE FLAG OFFICER SUBMARINES

List of Effective Pages: Pages B - 1 to B - 222  
(No Page B 134 and 169)

REFERENCE: HMS CONQUEROR's No 226/1  
OF 1 JULY 1982

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OPERATION CORPORATE

S ZULU

AY 6 APRIL 1982

2000 Dived C220 S6 D PD  
 Position 40 15.1N 07 12.9W Vis 2 miles  
 Weather Wind 25 knots from 210 SSS 3  
 Sea state 4 from 210 SVP 000 4941  
 Cloud 100% 200 4942

CO COMMENT

The depth of water is now such that I can go faster dived.  
 O/C 1200 Routine. Start Transit.

INTENTION

Fast passage SSW No stern arc policy. Aim to gain front of  
 my MOVING HAVEN. Return to PD for 071200 WT ROUTINE and fix.

1315 C/D 220 C/S 24

1918 Sunset

2000 Position 46 36N 11 25W  
 SSS 3  
 SVP 000 4941  
 750 4945

CO DAILY SUMMARY

Since diving have spent the time settling down to the fast transit  
 and attempting to gain the front of the box.

WEDNESDAY 7 APRIL 1982

0632 Sunrise

0800 Position 42 20N 14 47W  
 SSS 3  
 SVP not taken

1345 C/D PD C/S 4 - Routine, Fix, Domestic.  
 Weather: Wind 10 knots from 240 Vis 4 miles  
 Sea State 3 from 240 SSS 2  
 Cloud 100%

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~~SECRET~~  
~~UNCLASS/NPM~~CO COMMENT

COR 007 update received. This signal instructs me that:-

- a. Mk 24 may be loaded into flooded tubes
- b. Mk 8 may not yet be loaded

1448 C/D 425 C/S 24

1945 Sunset

2000 Position: 38 25N 17 25W  
 SSS 2  
 SVP 060 4942  
 220 4944  
 300 4944  
 420 4947

2200 CO COMMENT

WARNER confidence checks suggest the set is defective on the Fwd I Band crystal, which will require me to surface to repair.

2250 C/D PD to Tx Subnote change. No new traffic.2320 C/D 425 C/S 24 C/C 207CO DAILY SUMMARY

The day was spent transitting south at MAX REVS. On the watch Operational training progressing. Outstanding operational defects are a rattle forward above 9 knots and loss of Warner I band crystal. I intend to surface to fix both these when further south.

THURSDAY 8 APRIL 1982

0800 Position 34 22 N 19 57W  
 SSS 3  
 SVP not taken

0858 Sunrise

1439 C/D PD C/S 6 Routine. Fix. Domestic  
 Received COR 008 - Sitrep, ROE and Areas  
 COR 009 - Subnote change

Weather Wind 3 knots from 250 Vis 10 miles  
 Sea State Hil SSS 2  
 Cloud 20% SVP See below

1545 C/D 750 for SVP 060 4980  
 570 4988  
 620 4980  
 730 4974

1602 C/D 425 C/S 24

1955 Sunset

SECRET



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2000 Position 30 27N 22 06W  
 SSS 2  
 SVP not taken

CO DAILY SUMMARY

The day has been spent again transitting south making good around 24 knots. COR 008 gives me a choice of clear ROE and an area to work in. The aim is to work to the front of my box and to surface for defect repair.

FRIDAY 9 APRIL 1982

0752 Sunrise

0800 Position 26 58.9N 24 17.4W  
 SSS 2  
 SVP not taken

1729 C/D PD C/S 6 Routine, Fix. Domestic

1815 C/D 425 C/S 24

CO COMMENT

Part of SSIIXS traffic received garbled. I will have to return to PD for reruns.

1840 C/D PD C/S 6 for SSIIXS reruns

1847 C/D 425 C/S 24

CO COMMENT

All my traffic is in groups. If I cannot patch together a copy I shall have to return to PD for another rerun.

1920 C/D PD C/S 6 for SSIIXS reruns

1935 C/D 425 C/S 24

2000 Sunset

Position 22 11N 25 59W

Weather Wind 10 knots from 350

Vis 4 miles

Seastate 2 from 350

SSS 2

Cloud 65%

SVP 060 5010

300 5010

420 4993

2310 C/D PD C/S 6 for SSIIXS reruns

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B-3

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 -1- BYSS '81

2332

C/D 425 C/S 24

COW SUMMARY

COR 011 not received

COR 12,13,14 - INTSUE/ROE, details of General Navigation received

CO DAILY SUMMARY

A full days transit without slowing gave me 567 miles run - not bad. From 1730 onwards I have been frequently returning to PD to read the SSIKS broadcast, since I need COR 10 - 14. I now intend to run until 0600 and try again. The ~~VIP~~ broadcast is not helping me.

SATURDAY 10 APRIL 1982

0555

C/D PD C/S 6 - Routine, Fix, Domestic

Tx'd SSIKS (COR 011 not held)

Traffic received COR 015 - Areas

016 - ROE

017 - Int update

CO COMMENT

I am only 2 signals outstanding. COR 10 (VITAL for point TWO) and COR 011. I have asked for a rerun. I now have:-

- clear ROE for FI Area
- good Argentinian Int update
- Indication that I go to S Georgia area for surveillance Ops but no area.

With so much traffic coming in I believe I must read the broadcast twice a day.

0620

C/D 425 C/S 24

0736

Sunrise

0800

Position 17 56N 27 09W

SSS 2

SVP 060 5012

320 5016

340 5005

400 5000

1825

C/D PD C/S 6 - Routine, Fix, Domestic

No new traffic on SSIKS

BSAA ZBZ 2

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 B-4  
 -1- BYSS '81

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~~SECRET~~~~UK EYES 'B'~~

1855 C/D 750 for SVP  
 Weather Wind 5 knots from 030 Vis 10 miles  
 Seastate 2 from 000 SSS 2  
 Cloud 30% SVP 060 5024  
 170 5024  
 210 5012  
 260 5012  
 320 4973  
 720 4942

1912 C/D 425 C/S 24

1946 Sunset

2000 Position 13 55N 27 14W  
 Weather Wind 10 knots from 030 Vis 10 miles  
 Seastate 3 from 080 SSS 2  
 Cloud 30% SVP not taken

CO DAILY SUMMARY

Despite asking COR 011 has not been retransmitted. Otherwise no new traffic today. Electrolyser may be repaired at last.

SUNDAY 11 APRIL 1982 - EASTER SUNDAY

0141 C/D 260 C/S 4 - Reactor Scram caused by spurious electrical fault

0215 C/D 425 C/S 24.

0749 Sunrise

0800 Position 09 22 N 27 32W  
 SSS 3  
 SVP 060 5038  
 160 5034  
 220 4975  
 300 4948  
 420 4935

0900 C/D PD C/S 6 C/C 200 - Routine. Fix. Domestics

CO COMMENT

Several signals required and SSIXS reception is not very good

0920 C/D 425 C/S 24 C/C 183

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B-5

~~UK EYES 'B'~~

~~SECRET~~

UNCLASS/NPM

~~UP EYES 'B'~~

1100 C/D PD C/S 6 C/C 180 for SSIKS reruns  
 Weather Wind 10 knots from 040 Vis 7 miles  
 Seastate 1 from 040 SSS 3  
 Cloud 100% SVP as at 0800

COR 019 received - SITREP

115 C/D 425 C/S 6 C/C 183

OOW COMMENT

Having decoded COR 019 there is obviously more traffic waiting for me in the SSIKS Satellite.

CO COMMENT

Have now received COR 18,19,20,21.

ROE have changed withdrawing right to attack. Our employment looks like support/SBS Ops in S Georgia area. Believe there is more traffic in buffer - intend coming up again this afternoon.

1332 C/D PD C/S 6 for SSIKS

1344 C/D 425 C/S 24

OOW COMMENT

Despite sending a RASON we have received the same traffic as this morning. Must go to PD again to challenge SSIKS.

1413 C/D PD C/S 6 for SSIKS.

1433 C/D 425 C/S 24. All traffic received.

1855 Sunset

2000 Position 50 12.2N 27 46.4W  
 SSS 3  
 SVP not taken

CO DAILY SUMMARY

Continued southerly transit. Although it is taking time I am still able to receive all my signal traffic. Very glad I was forewarned about SSIKS reception problems 20N - 20S before I sailed.

~~SECRET~~

B-6

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~~UP EYES 'B'~~

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~MONDAY 12 APRIL 1982

0650 Surfaced to repair WARNER and a casing rattle

0730 COR 022, 023 received

0749 Sunrise

0800 Position O 44.7N 28 06.9W  
 Weather Wind Light airs Vis 10 miles  
 Seastate 2 from 020 SSS )  
 Cloud 80% SVP ) surfaced

0855 Dived SVP 060 5045  
 160 5045  
 230 5000  
 450 4932  
 730 4926

0930 CO COMMENT

Surfaced at 0700 to repair the WARNER reception and a casing rattle. O/C bathy dip before proceeding. AIM NOW to get to the front of the box.

1009 Crossed the Equator.

1958 Sunset

2000 Position 03 37.4S 028 34.4W  
 SSS 2  
 SVP - not taken

CO DAILY SUMMARY

The rattle seems to have been cured - a loose plate was found. I have more confidence in the Warner set now. The day spent again making a fast transit.

TUESDAY 13 APRIL 1982

0759 Sunrise

0800 C/D PD C/S 6 for Routine, fix, domestics  
 Position: 08 21.7N 29 09.9W  
 Weather: Wind 10 knots from 090 Vis 6 miles  
 Seastate 2 from 100 SSS 2  
 Cloud 80% SVP 030 5058  
 220 5062  
 350 5030

~~SECRET~~

B-7

~~UK EYES 'B'~~

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~~SECRET~~

UNCLASS/NPM

0820 C/D 425 C/S 24  
 0835 C/D PD C/S 6 for SSIKS reruns  
 0843 C/D 425 C/S 24

CO COMMENT

Have received three groupers, but all corrupt. Intend going deep and fast whilst attempting to patch the signals. Will return for reruns after patching.

0930 C/D PD C/S 6 for SSIKS reruns. COR 24,25,26 received

0940 C/D 425 C/S 24

1954 Sunset

2000 Position: 12 49S 30 41W  
 SSS 3  
 SVP not taken

2328 C/D PD C/S 5 Routine. fix, domestics  
 Weather: Wind light airs Vis 8 miles  
 Seastate 1 no direction SSS 2  
 Cloud 10%

C/D 425 C/S 24

CO DAILY SUMMARY

Another day spent on fast passage

WEDNESDAY 14 APRIL 1982

0035 COR 27 part 2, 28 received  
 C/D 425 C/S 24

0548 C/D PD C/S 6 Routine, Fix, Domestic  
 Weather: Wind 5 kts from 100 Vis 10M  
 Seastate 2 from 100 SSS 2  
 Cloud 30% SVP 060 5045  
 270 5048  
 420 5030

Received COR 027 Part 1

~~SECRET~~~~TK EYES B~~  
B-8

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~~SECRET~~

UNCLASS/NPM

86

0630 C/D 425 C/S 24

CO COMMENT

Having printed out COR 27 part 1 there is still traffic for me in the satellite. Intend returning to PD at 0900 to access the satellite and send a RASON.

0800 Position 17 06.1S 30 18.7W  
Weather, SVP as at 0548

0809 Sunrise

0900 C/D PD C/S 6 for BILAT/UK SSIIXS  
COR 029,030,031 received

0930 CO COMMENT

There are a lot of signals for me today. BILAT SSIIXS reception is much better than UK. Assuming a 5° bowdown angle is also improving reception once I have printed all in the Buffer, I shall RASON for those received and hopefully clear the satellite of all outstanding traffic.

1045 C/D PD C/S 6 for SSIIXS

1130 C/D 425 C/S 24. All traffic received

1954 Sunset

2000 Position 21 22.5S 30 58.2W  
SSS 2  
SVP not taken

CO DAILY SUMMARY

3 useful signals this morning although with double encryption it needed more than one attempt to receive them. BILATEPAL SSIIXS appears much better in this latitude. Excessive use of freshwater today has meant a return to PD at midnight. However the submarine is very hot.

THURSDAY 15 APRIL 1982

0013 C/D PD C/S 6 Routine, Fix and domestics  
Weather Wind 5 knots from 000 Vis 4 miles  
Seastate 1 from 000 SSS 1 - 2  
Cloud 100%

0800 Position 25 52.3S 39 09.4W  
SSS 2  
SVP not taken

0824 Sunrise

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B-9

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~~UK EYES 'B'~~

~~SECRET~~

UNCLASS/NPM

~~IN EYES 'B'~~

125 C/D PD C/S 6 Routine, Fix, Domestic  
 Weather: Wind 5 knots from 025 Vis 10 miles  
 Seastate 1 from 025 SSS 1  
 Cloud 30%

1210 Reactor Scram for controlling Rod Group Change

CO COMMENT

At PD for Routine, Domestic and Rod Group Change

1240 C/D 750 for SVP      060 5029  
                                  160 5029  
                                  300 5008  
                                  560 4980  
                                  720 4970

1255 C/D 425. Transmitting 2001 all modes

1330 B - 295 R - 39.5 KYDS S 33 Strong echo on IDD.

1332 START EVENT 1501 - ACTIVE SONAR CONTACT S 33

CO COMMENT

In position 27 24.6S 32 22.8W. S33 detected whilst transmitting on 2001 for test prior to entering the Exclusion Zone. Intention is to run for fifteen minutes and then transmit again to ascertain if S33 is a contact, a sea mount or a spurious echo.

1335 5 transmissions. All scale 40  
 B - 263 R - 35 Kyds S33 FCS (poor) 267/38 Kyds 140/12 AOB 30 port  
 C/S 20

1350 C/S 4 C/C 230 to transmit

1356 B - 281 R - 35 Kyds S - 33  
 FCS 281/35 kyds 010/7

CO COMMENT

Echo this time was very 'fuzzy'. Although IDD had 12 knots closing doppler, the LOP had S33 opening. There is no BC chart of this area, but I think this may be a pinnacle or the like. Intend running for another 20 minutes and then transmitting again to see if S33 is stationary. This contact is on the edge of my MXA.

1400 C/S 24.

~~SECRET~~

E-10

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~~UK EYES 'B'~~

1420 C/S 4 to transmit

1428 B - 208 R - 39 kyds S34 - very 'fuzzy' echo. This is a bottom contact.  
 B - 295 R - 27 kyds S33 zero doppler, stopped by LOP

1435 END EVENT 1501

EVENT SUMMARY

S33 initially looked (IDD) and sounded (Sector) sufficiently like a submarine contact for further investigation. However second set of transmissions after 20 minutes and third set after a further 25 minutes were 'woolly' and unlike a submarine contact.

Command Final Classification - BOTTOM

1952 Sunset

2000 Position 29 31S 35 02W  
 SSS 2  
 SVP not taken

CO DAILY SUMMARY

Apart from the initial excitement of S33 another quiet day transitting south at full speed.

FRIDAY 16 APRIL 1982

0800 Position: 34 23.5S 34 14.7W  
 SSS 2  
 SVP at 0850

0840 Sunrise

~~SECRET~~ UNCLASS/NPM  
~~UK EYES 'B'~~

~~SECRET~~

UNCLASS/NPM

0850 C/D PD C/S 6 Routine, Fix, Domestic  
 Weather Wind 30 knots from 010 Vis 4 miles  
 Seastate 3 - 4 from 000 SSS 2 - 3  
 Cloud 100% SVP 060 4997  
 122 4997  
 222 4958  
 410 4953  
 425 4953

0919 CD 425 C/S 24

0920 CO COMMENT

I have received 3 groupers but no traffic list. I intend going deep and fast while I decode them and will then return to PD to RASON for them and receive any other traffic waiting for me

0935 CO COMMENT

COR 039 changes my ROE so that I can attack any submarine detected in our Exclusion Zone to protect my integrity - assuming to be Argentinian.

1031 C/D PD C/S 6 for SSIXS

CO COMMENT

Operated the ALK buoy doors and fairlead to see if I could rid myself of a loud rattle - no success  
 Intend going deep and fast again to decode the traffic received, returning to PD later if required.

1136 C/D PD C/S 6 for SSIXS  
 Barnstorms received 035, 036, 037, 038, 039

1150 C/D 425 C/S 24

1405 C/D PD C/S 6 - SSIXS and TRANSMIT SITREP 02  
 Barnstorms 041, 042 received

1445 C/D 425 C/S 24

CO COMMENT

I have been asked for and sent a ZID. However, I believe this to be unnecessary. As I understand it, when the SATELLITE is challenged and the signal number knocked off, then the SSIXS Broadcast Controller will know. Surely the American/British controllers talk to each other.

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~~SECRET~~ UNCLASS/NPM  
~~UK EYES 'S'~~

CGR 038 Op Order for Operation FARAQUET - Royal Marine Officer is concerned about lack of frequencies or call signs. CGR 040 outstanding

1953

Sunset

2000

Position 38 23S 35 23W  
 SSS 3  
 SVP not taken

CO DAILY SUMMARY

Another day with a lot of traffic for us. I now have to read the Broadcast 1 in 4.

SATURDAY 17 APRIL 1982

0248

C/D PD C/S 6 Routine, Fix, Domestics  
 Traffic Received COR 040 (New SSIIXS)  
 COR 043 (TOP SECRET)  
 COR 044 (ARG AUXS)

0709

C/D 425 C/S 24

0800

Position: 42 51.5S 36 41.8W  
 SSS 2  
 SVP as at 0925

0903

Sunrise

0925

C/D PD C/S 4 for SSIIXS  
 Weather Wind 20 kts from 185 Vis 6 miles  
 Seastate 3 from 185 SSS 2  
 Cloud 50% SVP 060 4948  
 160 4945  
 220 4910  
 300 4885  
 400 4880

0940

C/D 425 C/S 24 C/C 189

OOV COMMENT

3 groupers received, but still 2 more in the satellite which must be COR 045 and 047.

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 B-13  
~~UK EYES 'S'~~

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

208

C/D PD C/S 6 for SSIIXS

217

C/D 425 C/S 24 C/C 190

CO COMMENT

In the last 9 hours I have received COR 040, 044 to 047 and am close up with outstanding traffic.

COR 047 gives me two sets of ROE for "High Sea" Operation and within 200 NM of S GEORGIA/S SANDWICH ISLANDS. However, although they, together with Patrol Instructions in COR 028, suggest I should attack Argentinian Ships, the tone of para 1 does not support this. Intend asking for clarification on 2100 routine.

230

Sunset

200

Position 47 20.2S 37 45.9W

SSS 2

SVP at at 2050

2050

C/D PD C/S 6 for Routine, Fix, Domestic

Weather: Wind 10 knots from 230

Vis 4 miles

SEASTATE 3 from 230

SSS 2

Cloud 85%

SVP 020 - 4923

300 - 4926

420 - 4890

700 - 4868

Transmitted SITREP 03/82

Traffic received COR 048, 050.- 049 outstanding

2140

C/D 425 C/S 24 .

CO COMMENT

New ROE - Don't shoot as we await yet more diplomatic discussion.

CO DAILY SUMMARY

Two sets of ROE. I was not completely sure of my first orders and asked for clarification. Second one positive - Don't shoot. Several useful signals today, although their receipt slows me down. At present I have reduced speed to burn out poison in the plant. While in the Three quarter Power State. Intention is to continue fast overnight.

~~SECRET~~

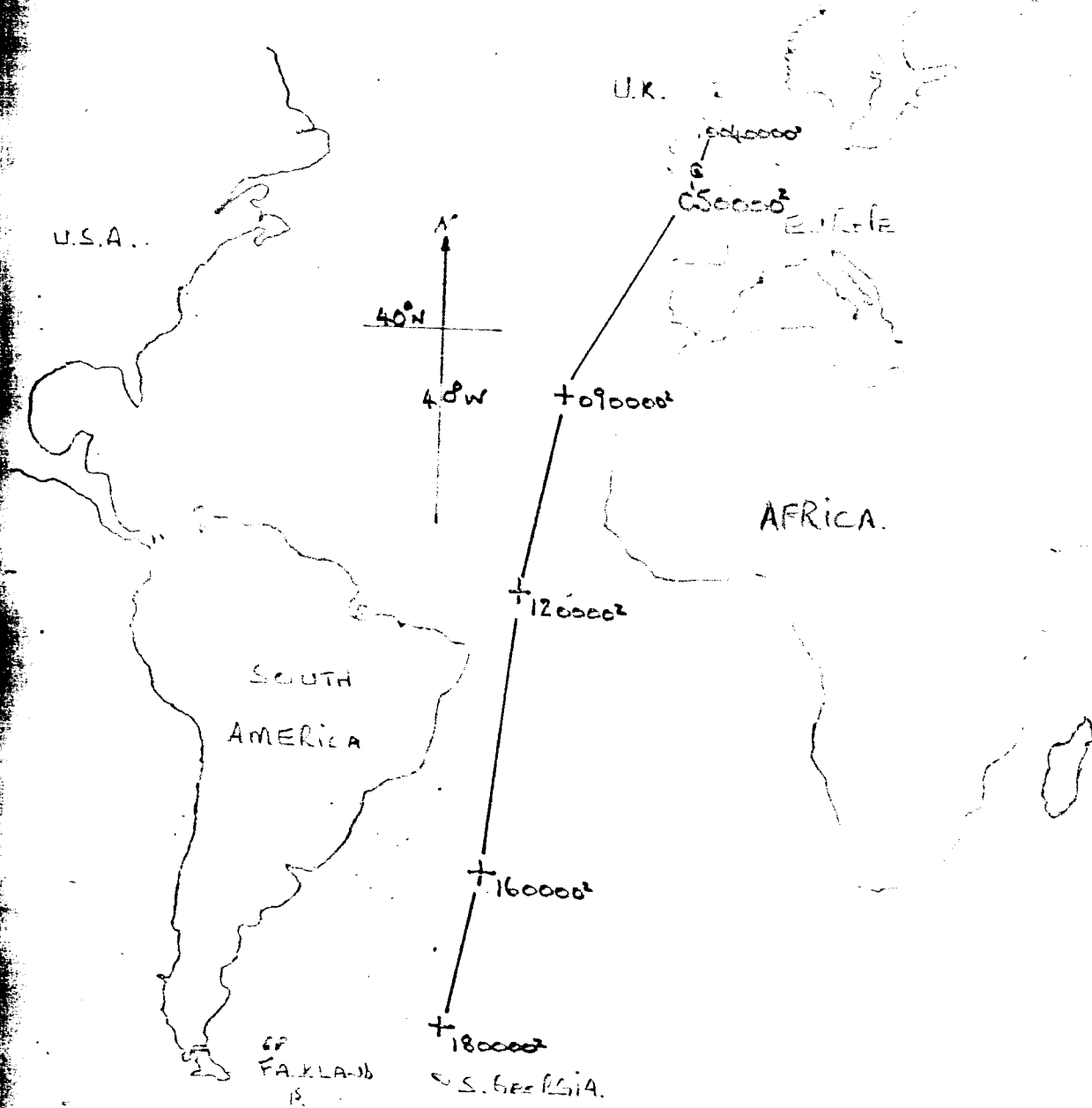
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B-14

040000Z — 180000Z

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P-15

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~~SECRET~~~~UK EYES '8~~SUNDAY 18 APRIL 19820007 C/S 20.0630 CO COMMENT

Have entered Argentinian Declared 200 NM Exclusion Zone for South Georgia.

0700 C/D PD C/S 6 Routine, Fix, Domestic  
Received COR 049 (Rerun) and 052

0800 Position 50 52S 38 00W  
Weather Wind 12 knots from 200 Vis 6NM  
Seastate 3 from 200 SSS 1 - 2  
Cloud 100% SVP 020 - 4838  
200 - 4838  
260 - 4800  
530 - 4796

COMMENT

It would appear that there is still traffic for us in the satellite.  
Have also been asked for a rerun of Sitrep 3/82.

0926 Sunrise1110 C/D 750 for SVP

1132 C/D PD. Transmitted sonar - no icebergs or contacts  
Retransmitted Sitrep 3/82 and ZID  
Wind veering slightly now 15 kts from 235  
Vis now only 4 NM in rain/mist

1146 B - 030 R - 8 kyds VO1 Possible ICEBERG - only brief glimpse  
Received COR 053, 054, 056. All traffic received.

CO COMMENT

Intend to remain at PD to close S Georgia

1220 Vis 2 NM in fog1350 Vis 1NM in fog. C/D 590 C/S 10COMMENT

Have gone deep because of the fog and to monitor my array performance.

1910 B - 185 Seismic Explosions S33.  
C/D 750 for SVP

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B-16

~~UK EYES '82~~

~~SECRET~~

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~~UK EYES 'B'~~

C/D 200

1919 5 transmissions sonar. B - 22 R 5 kyds S32. Very 'woolly' echo.  
Possible iceberg.

1933 C/D PD C/S 6 for SSIKS

1934 Sunset

1939 5 transmissions Sonar. No contacts.

2000 Position 52 38S 37 16W

Weather:	Wind 25 kts from 260	Vis 4 NM
	Seastate 7 from 270	SSS 3
	Cloud 100%	SVP 020 4795
		300 4796
		400 4775
		700 4786

COR 059 received

2100 CO COMMENT

Sent SITREP 4/82 - Weather and Bathy reports  
Report of Seismic survey and intentions for  
tomorrow

2242 5 transmissions sonar B - 210 R - 37 Kyd S43. Very small echo.  
Stationary by LOP. Possible Iceberg.

COMMENT

Seismics continue to the SW. No obvious source.

CO DAILY SUMMARY

I am now in area, conducting ESM and Sonar Search as I approach  
S GEORGIA. Time/Distance problem prevented me making my "LANDFALL"  
in daylight today, so have adjusted my speed to achieve it tomorrow.  
Afternoon spent testing array which seems to be working well.

MONDAY 19 APRIL 1982

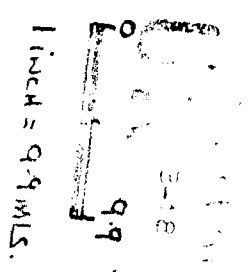
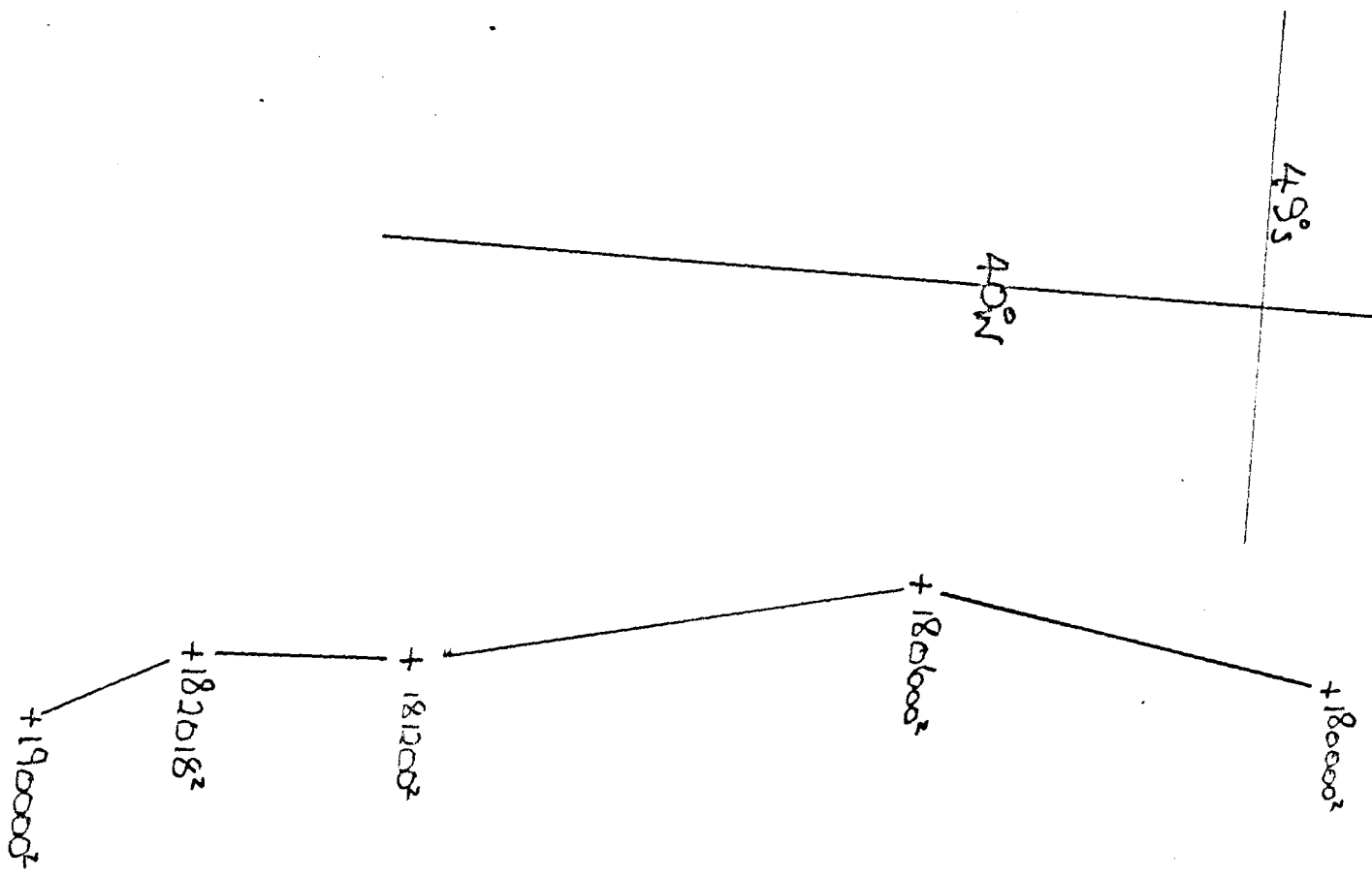
0001 CO COMMENT

Am transmitting sonar every 10 minutes looking for ice as the  
visibility is very poor.

~~SECRET~~~~UK EYES 'B'~~

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1800000<sup>2</sup> - 1900000<sup>2</sup>



5.6 = 0.01



~~SECRET~~~~IN EYES '8'~~

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230

B - 247 S42. Irregular seismics occur in groups of 4 - 6 'Bangs' at a time.

COMMENT

These could be ice - noise at or near the North end of South Georgia. However they could possibly be machinery or explosions too. Will investigate further.

218

B - 183, S 56. Loud roaring noise

COMMENT

This loud roaring noise has been with us since 0300. It is coming from where FORTUNA Glacier meets the sea.

0

Position 53 52S 36 45W  
 Weather Wind 20 knots from 295 Vis 1.5NM (Mist)  
 Seastate 3 from 300 SSS 5  
 Cloud 100% SVP not taken

05

Started East/West Patrol 14 NM North of S Georgia

02

Sunrise  
 Vis 1NM in fog and rain

CO COMMENT

Noise from starboard horn of UA4 is downgrading the set's performance. Am attempting a repair.

INTENTIONS

To make one sweep 4 NM off the coast listening on ESM and sonar in the hope that vis will improve. If no improvement when Cape George is abeam to starboard, I will set off to NW for an anti shipping patrol.

C/C 153 C/S 8

CO COMMENT

COR 064 received. This together with COR 061 (received last night) state main AIM is Anti Shipping Patrol Up threat. However I have time to conduct present sweep before setting off to NW for Anti Ship Patrol.

Fog has lifted at last. S Georgia visual at 5 NM.

~~SECRET~~~~IN EYES '8'~~

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~~SECRET~~

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~~UK EYES 'B'~~

No sign of activity. Soundings and navigational marks tied in.  
Tidal stream established.

I now intend to open from the coast. Set up an Anti Shipping Patrol, knowing there is "nothing over my shoulder"; catch up on the Broadcast Routines and repair a defect on the Search Periscope.

1750 Tidal stream observed 6NM north of C Saunders; 000/1 knot.

1800 The warner mast interference is much less now.

1815 Received COR 067 telling me to leave Areas Dog 7 S - Z by 202200.

1928 Sunset

2000 Position 53 50S 36 59W Vis 10NM  
Weather Wind 15 knots from 285 SSS 3 - 4  
Seastate 5 from 285 SVP - not taken  
Cloud 10%

2211 Transmitted SITREP 05/82  
COR 068 received

CO COMMENT

COR 068ROE change 3/82 gives me rules 4 and 5.

- 4 - MAY ATTACK ARG W/S, SM and AUX
- 5 - ANY NON NUC SM MAY BE PRESUMED ARG AND ATTACKED

Therefore am reloading 3 and 4 tubes with Mk 8 torpedoes to give me more flexibility

CO DAILY SUMMARY

While approaching S Georgia during forenoon, visibility lifted and gave me the opportunity for a visual sweep of Cumberland and Stromness Bays. Nothing was sighted. Afternoon was spent opening out towards my Anti Ship Patrol Area. New ROE allow me to shoot. Defects seem to be cleared, but the Search Periscope still worries me.

TUESDAY 20 APRIL 1982

0035 B - 290 Seismics regained  
COR 069 received giving TOT for MRR Victor. Intend being at PD to listen out for his broadcast.

0122 C/C 000 to try ranging manoeuvre on Seismics B 280 S26.

~~SECRET~~

B-21

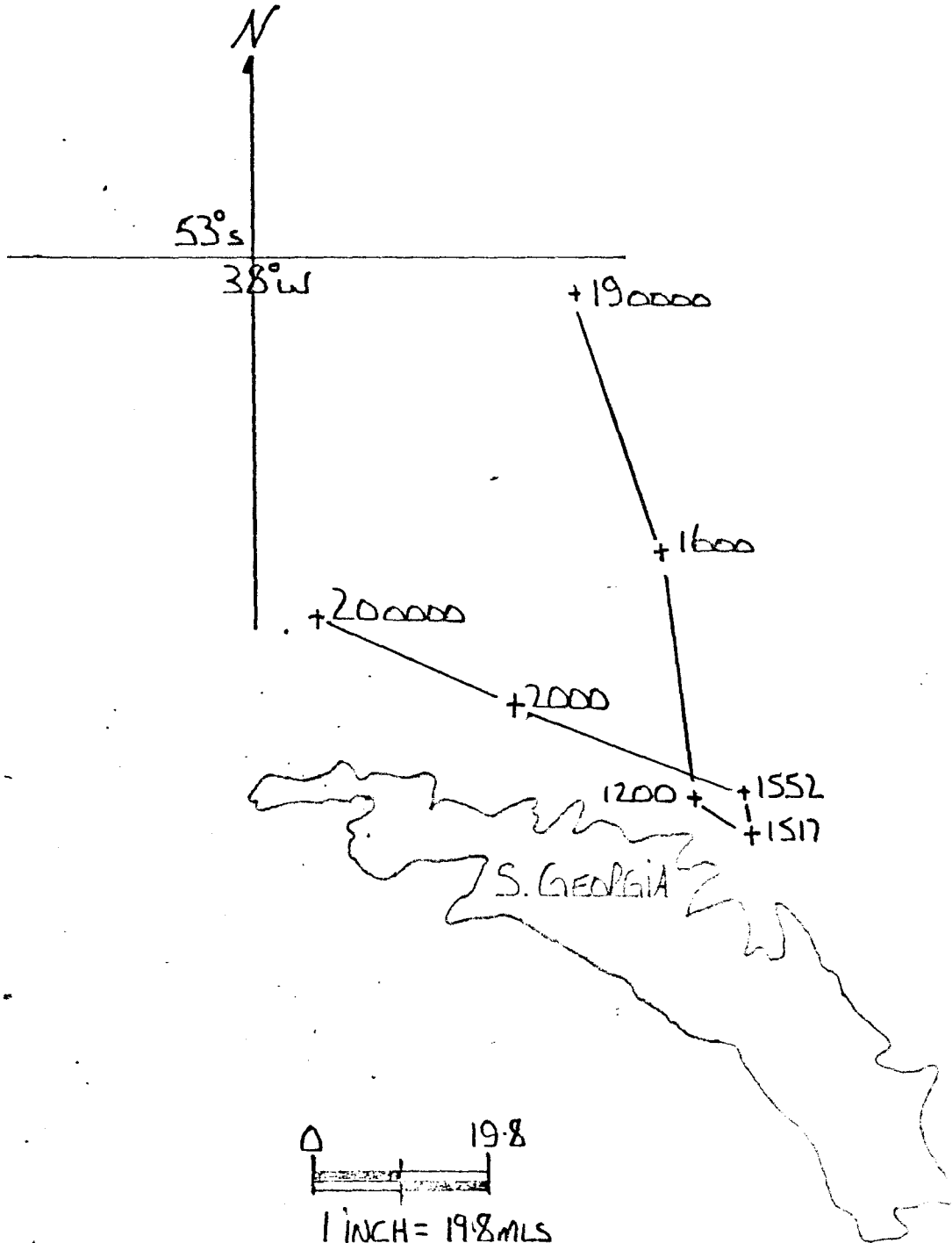
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190000 - 200000

UNCLASS/NPM

UK 21133



UNCLASS/NPM

B-22

UK 21133

~~SECRET~~

UNCLASS/NPM

~~UK BY 13 '81~~

0135 S 26 B - 270 R - 11 Hyds  
Transmitted sonar - no echoes

0140 C/C 310

0205 C/C 285

0240 C/D 590 C/S 21 to patrol area in DOG 6

0730 C/D 750 for SVP

0752 C/D PD Routine, Fix, Domestic and listen for MRR Aircraft

0800 Position 53 10S 41 02W  
Weather Wind 20 knots from 270 Vis 2 NM  
Seastate 3 from 270 SSS 3 - 4  
Cloud 100% SVP 020 - 4802  
200 - 4804  
360 - 4775  
700 - 4785

CO COMMENT

At PD listening watch for the MRR A/C  
Search Periscope is again defective  
Weapon load now 2 X Mk 24  
4 X Mk 8

0942 Sunrise

1000 CO COMMENT .

Nothing heard of Victor MRR - he would only transmit if he had something **to say**, but I would have expected to **detect** his radar transmissions

1045 B - 185 E 58 PRT 1.3 PW 799 Sector scan 1.3/sec  
PW 200 Sector scan 2/sec  
Possible H2S from a Victor  
Nothing heard on any frequencies

1110 AJE on top of WT mast seen to be damaged, and part of the mast fairing is missing.

CO COMMENT

AJE has been damaged. Implications are that if it goes we lose SSIIXS and therefore comms with CTG. HF is bad. Intentions are to surface tonight to repair (Night better since it denies MFA visual search). Until then intend remaining at PD at less than 7 knots with mast slightly raised.

~~SECRET~~

UNCLASS/NPM

B-23

~~UK BY 13 '81~~

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'S'~~

5 COR 013 received - Area Allocation. To be out of DOG 7  
by 210000

CO COMMENT

I have already moved to the West.

10 Two Defects - the first was a SHAFU alarm on 6 tube that  
proved to be a flooded 'C' unit. Now cleared.  
The second was the torque-assist on the search  
periscope - that, too, is now correct.

17 T05 Diesel Signature in low band at 6.5 Hz spacing.

20 B - 297 S03 LF meter swing on sector. Could tie in with T05.

22 C/C 270 C/S 6 to resolve ambiguity on T05.

23 S03 faded

29 T05. Very intermittent contact in after beams - is to the East  
of me.

T05 faded

Sunset

30 Position 52 42S 42 22W

Weather Wind 15 knots from 270  
Seastate 3 - 4 from 270  
Cloud 100%

Vis 4 NM  
SSS 3 - 4  
SVP not taken

37 Surfaced for AJE repair

CO COMMENT

Surfaced in position 52 43S 42 30W to repair damaged AJE aerial.  
It is too rough for a check of the casing for rattles.

39 Flash COR 079 received. Operation DANDELION initiated - The  
retaking of S Georgia. My instructions are to prevent Argentinian  
Ships joining in.

CO DAILY SUMMARY

1. The day has been spent making ground to the NW and patrolling  
a box to the NW of SHAG ROCKS. Weapon load is now a mix of Mk 8  
and Mk 24 which gives me flexibility.

~~SECRET~~

B-24

~~UK EYES 'S'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~CO DAILY SUMMARY Contd

The day has also been plagued with defects. The major one to the ALN/AJE aerals is much greater than first anticipated and repair still continues. Others have been:-

More warner interference  
 Loss of Torque assist to the Search Periscope  
 External Hydraulic oil contamination  
 SNAFU alarm to No 6 Tube

2. Nothing was heard of the MRR aircraft, but I doubt if he had anything to report.
3. Present ROE and receipt of Initiation of Operation DANDELION means I am now (once I have dived!) in an aggressive Anti Ship posture.

WEDNESDAY 21 APRIL 1982

0147 C/C as required to improve working conditions on the bridge.

CO COMMENT

Cutting out the WT Mast shutter is taking much longer than expected, as the gusting winds and rain keep putting the torch flame out.

0800 Position 53 30S 42 14W  
 Weather Wind 25 knots from 280 Vis 4NM  
 Seastate 4 from 280 SSS )  
 Cloud 64% SVP ) Surfaced

0850 CO COMMENT

At last - the shutter has been cut out. I should be ready to dive by 0930 all being well.

0942 Sunrise

1005 CO COMMENT

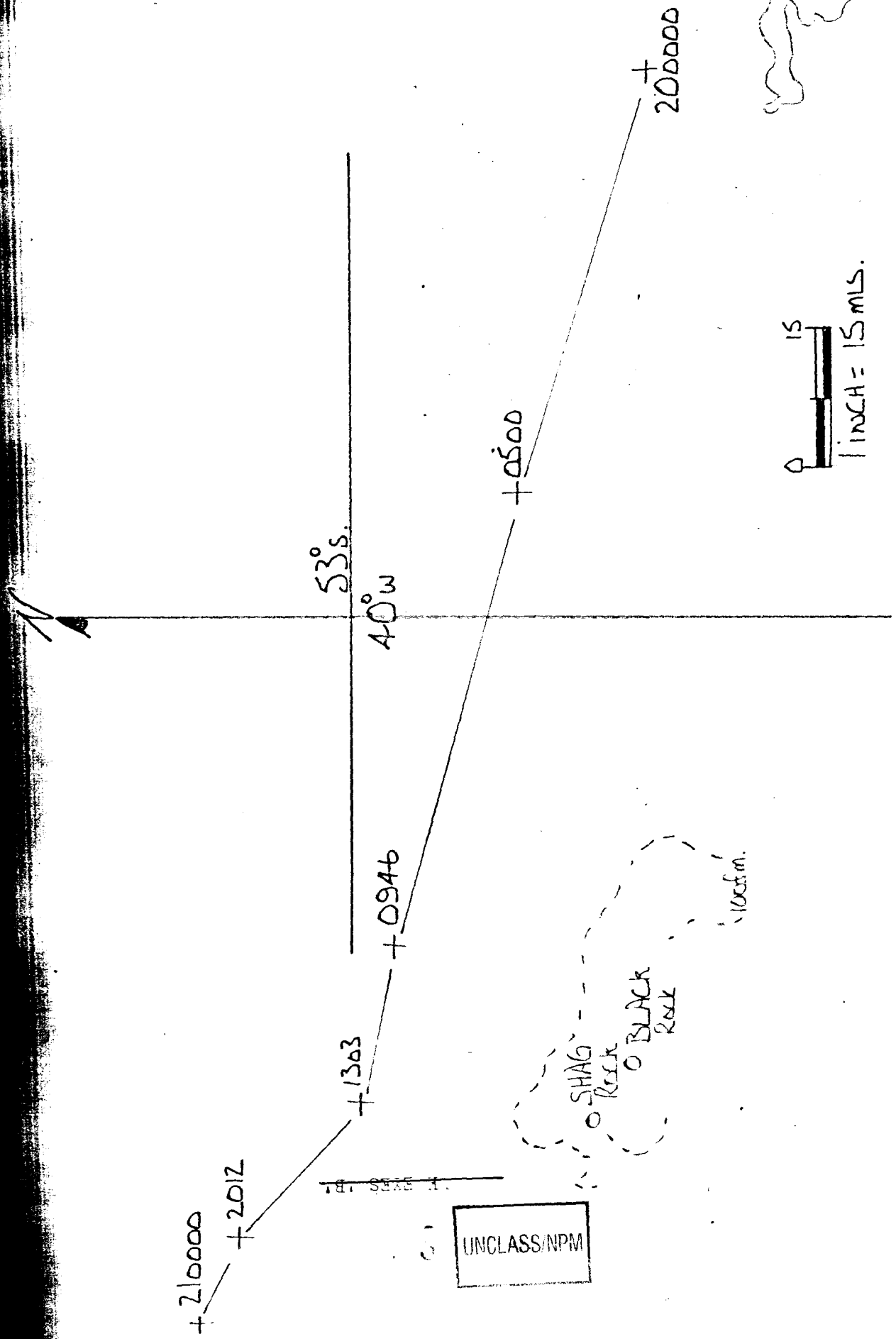
Replacing the AJE is taking longer than expected. However it is almost ready so I shall finish the job. Although it is after sunrise and I feel a little naked on the surface, there are a lot of snow storms which make visual detection a very small possibility.

~~SECRET~~

E-25

~~UK EYES 'B'~~

UNCLASS/NPM



15  
1 INCH = 15 MILES.

UNCLASS/NPM



~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

1025 No success on SSIIXS transmission. Investigating the AJE mast further. The AJE will now clear the fin, provided the mast doesn't bend anymore.

1215 CO COMMENT

Sitrep 6/82 transmitted successfully. In addition to the AJE defect, a plug at the base of the mast was damaged. Nothing is ever straightforward.

1315 Dived.

1420 Have retransmitted Sitrep 6/82 as a rerun was requested.

1440 C/D 260 C/C 250 C/S 15

1510 C/C 300

1512 B 014 S04 Possible submarine contact.

1514 START EVENT 2101 - POSSIBLE SUBMARINE CONTACT S04

1519 C/C 335

1521 Transmitted sonar broadcast 100/20 scale 20

B - 042 R - 4 kyds

This is a good strong echo probably bottom, however, there is nothing aural, nothing on the array, on 185, LF and no biological.

1522 S04 FCS (poor) 045/4 kyds 080/4 AOB 145 starboard

1523 C/C 070 C/S 8

CO COMMENT

This contact is certainly not a surface one, and could well be a dived conventional submarine on main motors. If I can identify it as such I will attack (SAN LUIS is unlocated). Bow Caps open.

1526 C/D 425 C/C 095 to look below the thermocline.

1532 5 transmissions. B - 083 possible contact - looks like bottom.

1534 C/S 14

CO COMMENT

Will sprint for 6 minutes, slow down and come shallow to listen

~~SECRET~~~~B-27~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

1539 B - 074 2 pens HF, possible SC4 regained.  
C/C 105 C/S 7

1542 5 transmissions sonar

1546 B - 020 R 4.7 kyds. Contact looks like the sea bed.

1547 C/C 350 C/D 180  
504 FCS(Poor) 020/4.7 kyds 066/9 between datums on LOP.

1553 5 transmissions sonar. No contacts.

1555 C/C 245 C/S 15 C/D 425 Clearing datum

1600 END EVENT 2101

END OF EVENT SUMMARY

Initial contact of 2 pens HF had the indications of being a possible submarine contact with a CPA at 1510 of about 2.8 kyds. Further tracking and going active failed to produce a likely solution or confirmation. No IN/OUT or BIO.

Command Classification: BIO

1949 Sunset

1958 C/D PD for SSIKS

2000 Position 53 11'S 42 23W  
Weather Wind 40 knots from 250 Vis 4 NM  
Seastate 6 from 250 SSS 6  
Cloud 75% SVP 020 - 480y  
260 - 4805

Received COR 082, 084, 085, 087 - more to come

CO COMMENT

The weather is Rough! I can see little point in conducting my search at PD. Therefore have gone deep.

COR 087 - New ROE 5 - Attack ARG Submarines outside of 200 NM of S Georgia

2200 C/D PD C/S 6 C/C 160 - Routine, Fix, Domestic  
Received COR 083, 088.

~~SECRET~~

UNCLASS/NPM

B-28

~~UK EYES 'B'~~

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~2230

C/D 260 C/S 15 C/C 205

CO COMMENT

Now close up on traffic. Intend moving to the SW of SHAG ROCK to intercept the Merchant Ship. SSLS is greater than 15 knots. No fix taken at PD so running the BU to tell me when I cross the 100 fathom line

2323

Sudden shelving to a minimum sounding below the keel of 17 fathoms.

C/D 200 C/S 8 C/C 000

Position 53 12.5S 42 33.4W

2330CO COMMENT

While travelling at 15 knots to a position to the west of SHAG ROCKS the sounding rapidly shelved to 60 fathoms where the charted depth was greater than 130 fathoms. The soundings are sparse but there is a ridge to the west of SHAG ROCK. I have returned to the North and chickened out. Intend running to the East to take up patrol to the east of SHAG ROCKS.

CO DAILY SUMMARY

1. After 19 hours unpleasant work, the mast problem was eventually sorted out. The receipt of COR 073 - SSIIXS downtime helped tie up a few thoughts.
2. The Anti-ship patrol produced an interesting contact 1510 to 1600. 2 pens HF and no surface or BIO characteristics. Could have been a submarine (SAN LUIS is unaccounted for) but I believe unlikely because of:
  - a. Speed - around 10 knots
  - b. Lack of other noise
  - c. No active contact
3. While attempting to get SW of SHAG ROCK the uncharted shoal disturbed me and I chickened out since I would anyway have spent the night 'falling back' to the east.
4. The weather is very rough which must slow my target down. Today has produced less defects, but the other Mk 24 (5 tube) had a flooded C Unit - possibly condensation.

~~SECRET~~

B-29

~~UK EYES 'B'~~

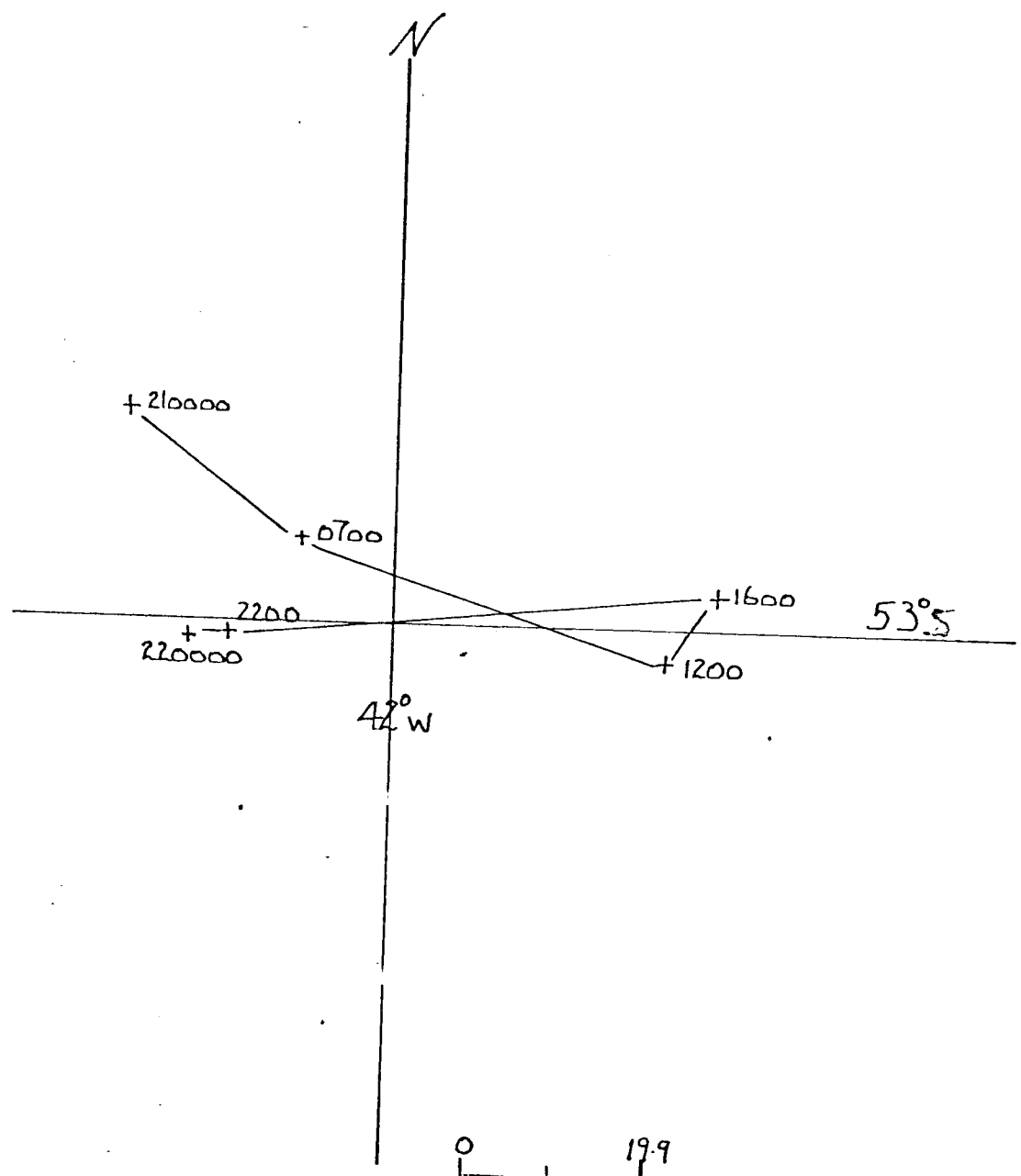
UNCLASS/NPM

$210000^2 - 220000^2$

~~SECRET~~

UNCLASS/NPM

UNCLASSIFIED



~~SECRET~~

UNCLASS/NPM

B-30

UNCLASSIFIED

UNCLASS/NPM

~~SECRET~~~~IN EYES 'B'~~THURSDAY 22 APRIL 19820110 C/D 425 C/S 21 C/C 1100518 C/S 6 CSA0540 C/D PD Routine, Fix

0600 Weather Wind 30 knots from 280 Vis 4 NM  
 Seastate 5 from 280 SSS 4  
 Cloud 70% SVP 020 - 4797  
 260 - 4802

Transmitted SITREP 07/82  
 Traffic Received COR 089, 090

0625 C/D 260 C/S 150705 C/S 6 Start tonal search0800 Position 53 47S 39 54W0943 Sunrise1043 C/D PD C/S 6

1100 Weather now Wind 15 knots from 323 Vis 4 NM  
 Seastate 3 - 4 from 323 SSS 3 - 4  
 Cloud 100% SVP 020 - 4805  
 260 - 4805

CO COMMENT

Weather is much calmer than last night.  
 Intend patrolling at PD within 10 NM of 53 50 S 40W keeping BB  
 and NB Sonar Arcs open to the west to cover the widest range  
 of Approach options.  
 I have been patrolling LONG 40<sup>W</sup> since 220500 which is 30 mins  
 ahead of Targets DR if he had managed to maintain 14 knots.  
 This I believe to be unlikely in the weather conditions of the  
 last 24 hours. His likely approach course to S Georgia is covered  
 by a patrol line of 100 NM at 40 W, although his most probable  
 is covered by a 50 NM patrol line.

1250 C/D 300COMMENT

Going deep so that the Doctor can remove a metal splinter from an  
 eye while the boat is still .

1300 C/D 750 for SVP~~SECRET~~

UNCLASS/NPM

~~IN EYES 'B'~~

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

1345 · C/D PD C/S 5 C/C 230

SVP 020 - 4801  
 202 - 4803  
 300 - 4777  
 505 - 4773  
 610 - 4792  
 750 - 4790

1412 Received COR 093 (- 3 and 4 tubes preferred Mk 24)

CO COMMENT

I wonder whether the FOSM staff Officer would like to participate in our RM equipment/Torpedo juggle to achieve this?!

1610 C/C 045. Reversing the patrol line

1800 COR 094, 095 received

1842 T01 - possible diesel signature at 70 Hz, 11.6 Hz spacing. Very fuzzy and intermittent

1852 T01 faded

1933 Sunset

1951 T01 remained, still very faint and fuzzy

1953 T01 faded .

2000 Position 53 47S 40 07W  
 Weather 25 knots from 310 Vis 2.5 NM  
 Seastate 5 from 280 SSS 3 - 4  
 Cloud 100% SVP - not taken

2100 Close up in traffic

2235 C/D 260 C/S 15 C/C 321 Starting transit

2345 C/D 425. Starting torpedo shuffle to put Mk 24's up 3 and 4 tubes.

CO DAILY SUMMARY

Uneventful day spent patrolling within 10 NM of 53 50W. COR 094 invites me to be in patrol area 46S, 48S to 50W, 50 30W at 241200 for next phase of Operation to cover Argentinian force if it tries to oppose TG 317.8

630 NM in 36 hours = 17.5 knots, therefore on my way.

~~SECRET~~

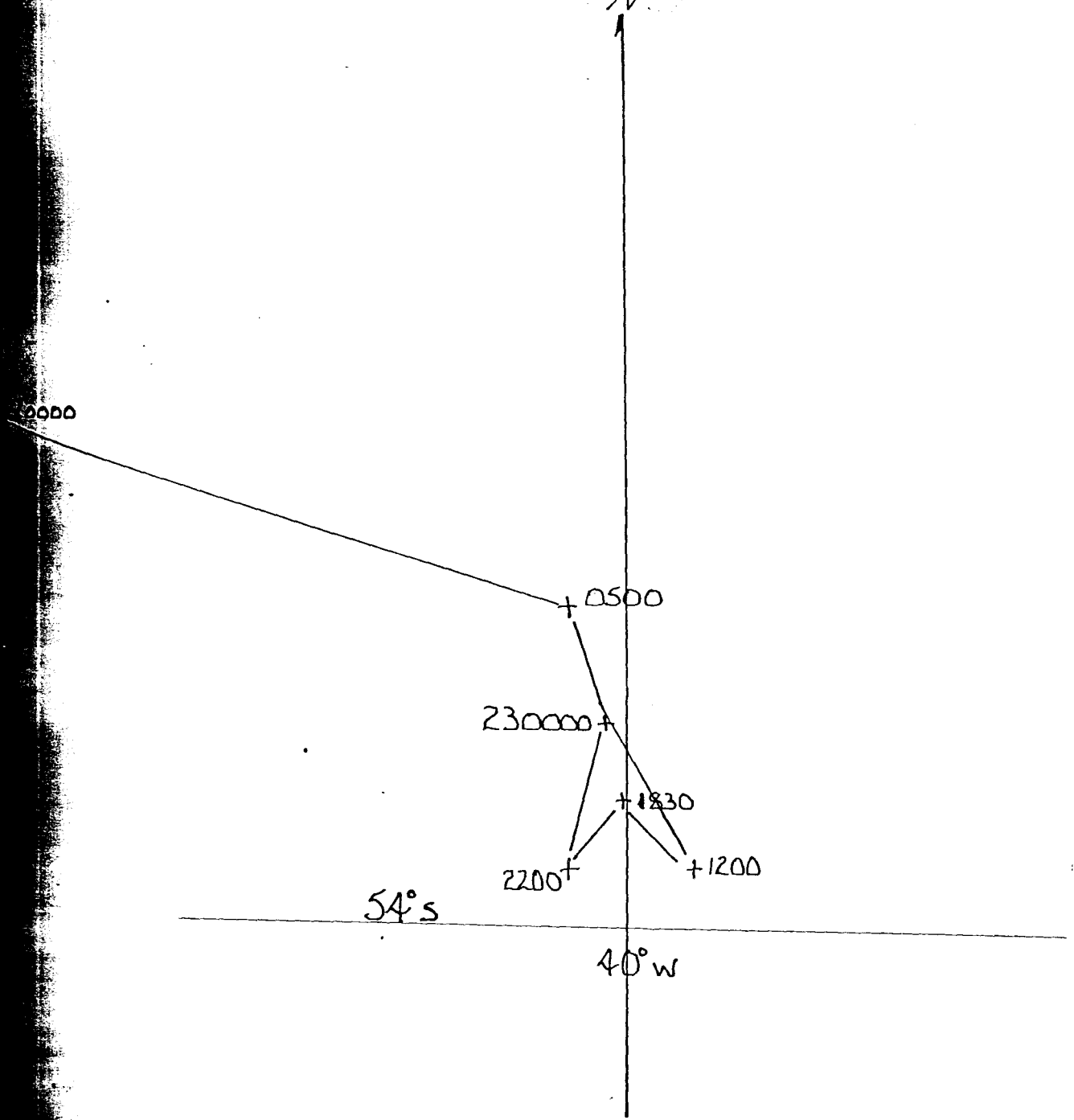
UNCLASS/NPM

~~UK EYES 'B'~~

UNCLASS/NPM

$220000^2 - 230000^2$

UNCLASS/NPM



1 INCH = 19.9 MILES

UNCLASS/NPM

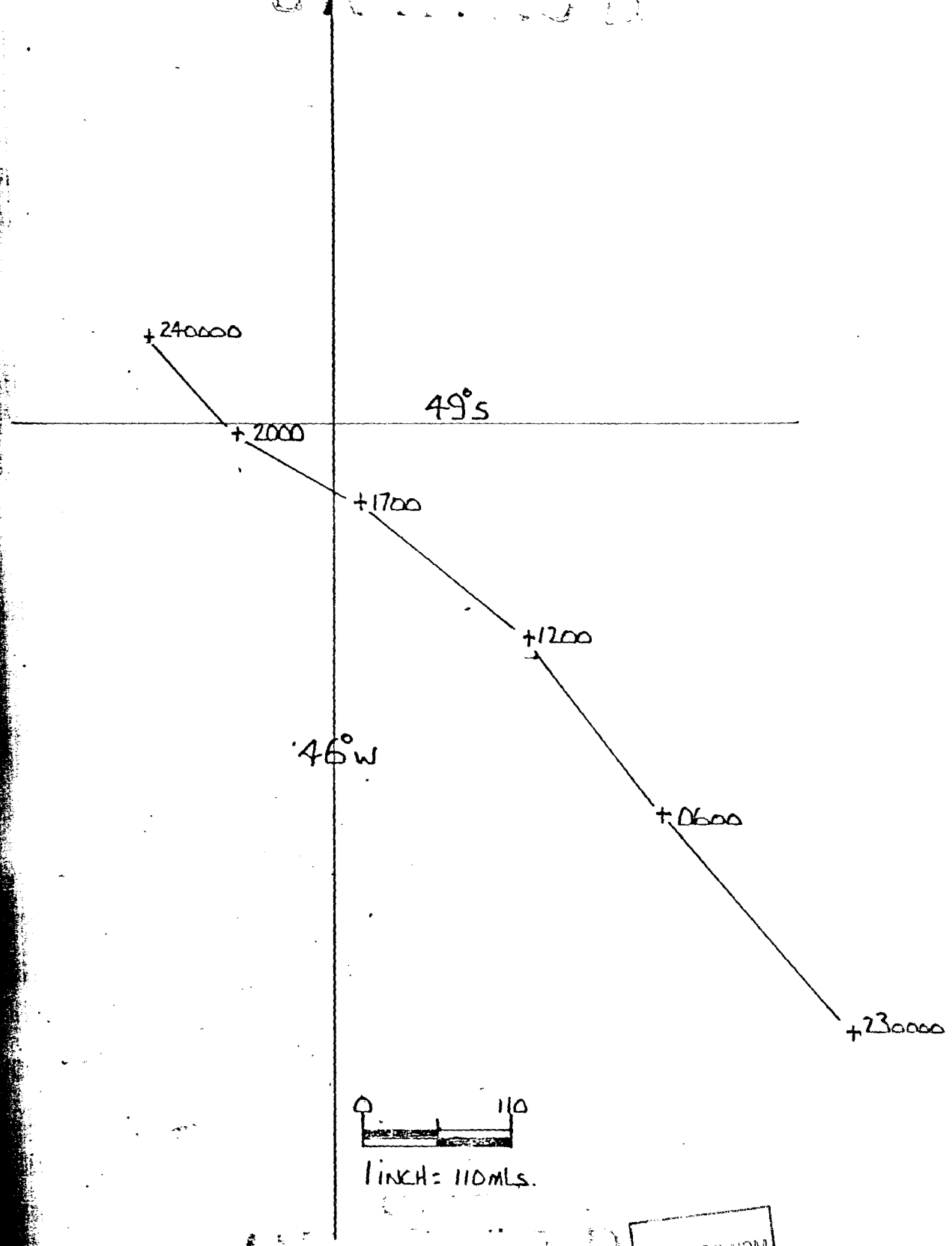




$230000^2 - 240000^2$   
SHEET

UNCLASS/NPM

UNCLASSIFIED



UNCLASSIFIED

B-35

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~2359 CO DAILY SUMMARY

Day spent transitting NW out of the REZ around S GEORGIA,  
towards my new area for the R/V with the Rattle Group.

SATURDAY 24 APRIL 19820037 C/D PD C/S 6 C/C 300 Routine, Fix, Domestics, Transmit Sitrep0130 CO COMMENT

Received COR 099 showing that a Submarine threat now exists at  
S Georgia and ordering us to counter it. Ordered to patrol in  
the Area where we were 27 hours ago.

0145 C/C 1200240 CO COMMENT

SSIXS reception is very poor, - 1K worse than BILAT, so I need  
a number of copies of each signal to patch together a fair copy.  
This has lost me 1½ hours. On my way at 21 knots.

0250 C/D 425 C/S 21

Signals received COR 099 - OF PARAQUET  
100 - TOP SECRET  
101 - SITREP  
102 - TOP SECRET  
103 - AREAS

SVP 020 - 4916  
200 - 4917  
300 - 4920  
410 - 4901

0800 Position 49 27S 46 57W

Weather )  
SVP ) Not Taken

0910 C/D PD C/C 130 for SSIXS0920 T - 03 held 58.7 Hz0925 C/D 260 T - 03 faded0935 C/D 425 T - 03 not regained0953 C/D PD for SSIXS0958 Sunrise~~SECRET~~

B-36

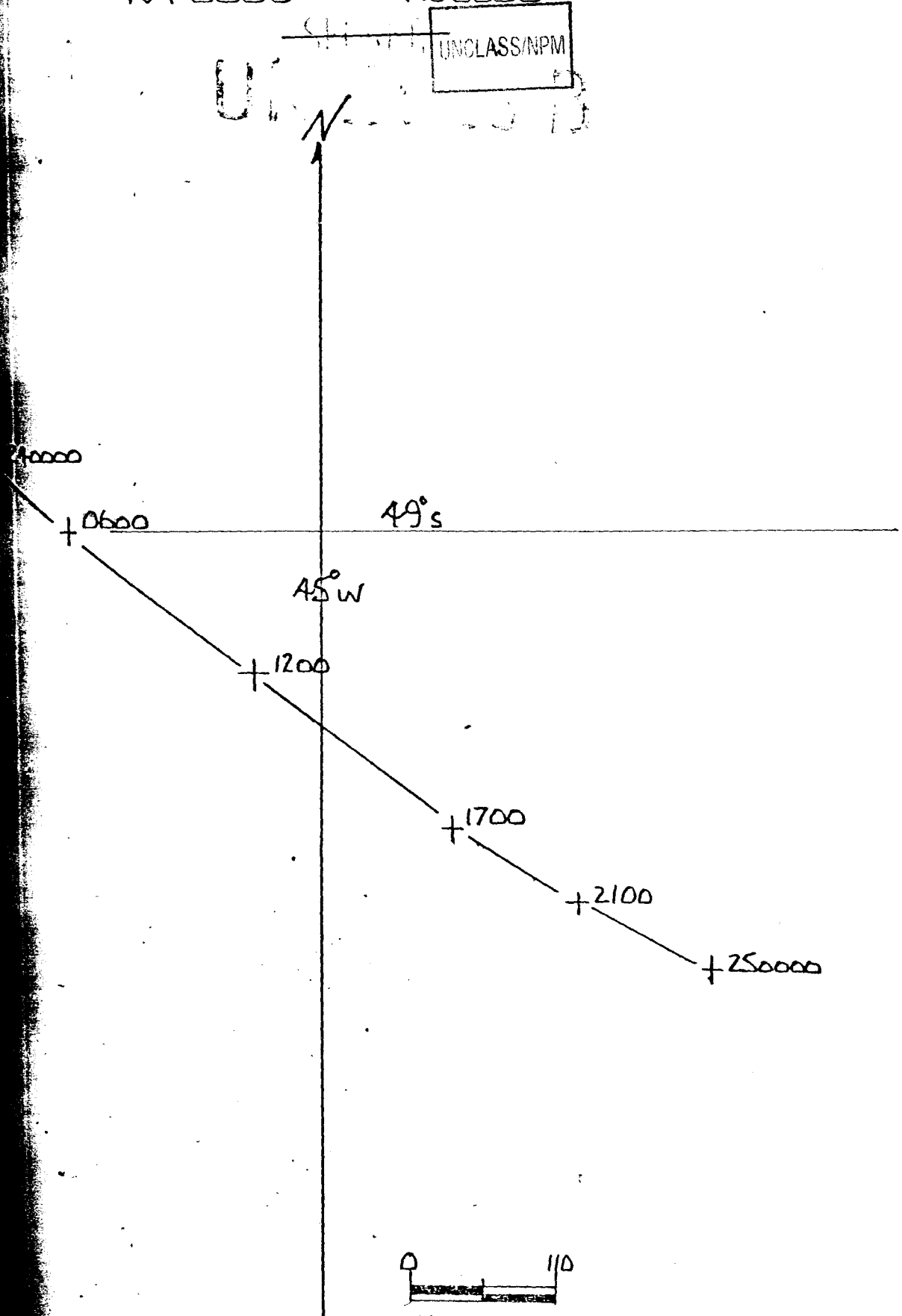
~~UK EYES 'B'~~

UNCLASS/NPM



$$240000^2 - 250000^2$$

UNCLASS/NPM



1 INCH = 110 MLS.

UNCLASS/NPM

~~SECRET~~~~UNCLASSIFIED~~MAY 25 APRIL 1982

C/D 425 - Torpedo movements complete

C/D PD C/S 6 C/C 123 - Routine, Fix and domestics

C/D 425 C/S 21

CO COMMENT

Received COR 107, 109, 110  
 There is still traffic in SSIKS, so I must return to PD  
 Investigating SNAFU alarm on 5 tube

C/D PD C/S 6 for SSIKS  
 COR 108 received

C/D 425 C/S 21.

C/D 200 C/S 7 C/C 090 - Commence tonal search

Position 53 24S 37 26W  
 Weather )  
 SVP ) as at 1300  
 SSS 6

CO COMMENT

SNAFU on 5 tube from condensation in 'C' Unit, rectified.

Sunrise

C/C 250 CSA - No contacts

C/D PD C/S 5 - Routine, Fix and Domestics

Weather:	Wind 10 knots from 290	Vis 1.5 NM
	Seastate 2 from 290	SSS 2 - 3
	Cloud 100%	SVP 020 - 4800
		320 - 4800
		410 - 4772

CO COMMENT

Received COR 111 ordering me to stay out of DOG7YN while TG 317.9's  
 Helos attack SANTA FE in Cumberland Bay. Intend remaining at PD despite  
 visibility of 1000 yards to read Broadcasts as directed, sending my  
 SITREP 11/82 with my position and making ground in the threat direction  
 to be available if required.

C/C 120 to close Areas YN

~~SECRET~~~~UNCLASSIFIED~~

UNCLASS/NPM

~~SECRET~~~~OK EYES B~~COMMENT

Set up a patrol 18 NM NNE of Cumberland Bay, while awaiting further developments.

Sunset

Position 53 59S 36 17W                      Vis 1 NM  
 Wind            35 knots from 310                SSS 4  
 Cloud 100%                                      SVP - nottaken  
 Seastate: 2-3 from 310  
 S - 24   B - 190 2016TxS, 2 X 5   80 revs  
 E - 28   B - 190 E/F Band Poss 967

CO COMMENT

S - 24/E - 28 is probably HMS BRILLIANT heading North to escort TIDESPRIING down to S.Georgia

C/D 180 C/C 335 C/S 12

CO COMMENT

My SITREP (11/82) now cleared. Although it states where I am, I am now going to open to the North at 12 knots to get into more water. BRILLIANT is obviously coming this way and I do not want to mix it with her. Visibility is still poor. Intend patrolling 50 NM to North of Cumberland Bay.

S - 24   B - 152   2016 TxS  
 S - 34   FCS (average) 094/12 kyds   190/10 AOB 84 stbd

CO COMMENT

Contact S34. I am sure this is TIDESPRIING despite sonar classification of 1 X 4. BRILLIANT has come out to lead her in for disembarkation of troops.

S - 24   B - 152 2016 TxS

CO DAILY SUMMARY

Last night was spent receiving traffic, but by 0700 I was deep a NB and BB covert search of the Area. However it is rather like looking for a needle in a haystack. Initial search was West to East about 50 NM off the coast - the aim being to gradually close in towards Cumberland Bays.

UNCLASS/NPM

~~SECRET~~

B-40

~~OK EYES B~~

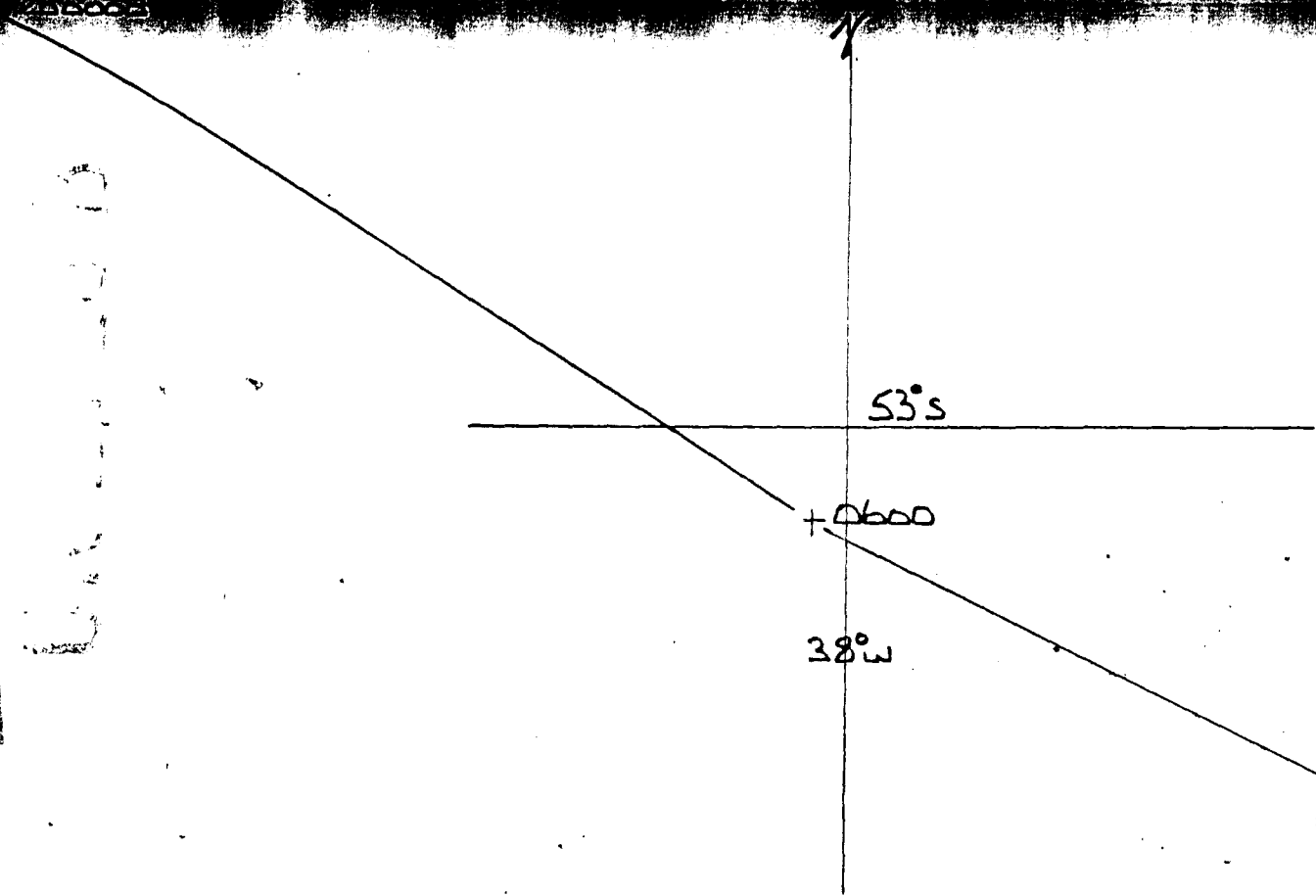
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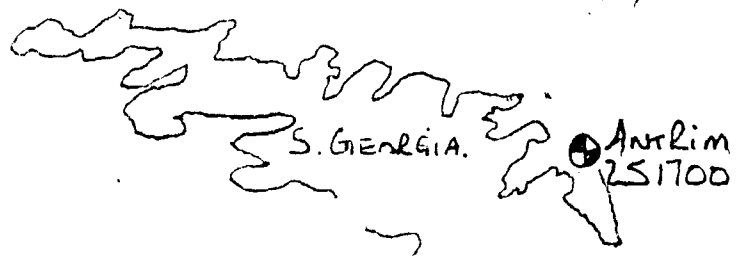
SECRET

E-41

UNCLASSIFIED



1 INCH = 19.9 MILES



260000  
 T'S PRING ENDURANCE  
 2300  
 BRILLIANT  
 260000²





~~SECRET~~ UNCLASS/NPM~~UK BYES 121~~

C/D PD C/S 6 C/C 220

Weather Wind 12 knots from 305 Vis 6 NM  
 Seastate 2 from 305 SSS 2 - 3  
 Cloud 100%

COR 117 received

B - 209. S - 09. 2016 Txs. BRILLIANT, possibly ENDURANCE in company

Second half of damaged fairing is missing from the W/T mast.

S 09 FCS (Poor) 192/15 kyds 090/8 AOB 78 Port

S 09 FCS (Average) 190/18 kyds 120/6.5 AOB 110 Port  
 South Georgia in sight at 40 kyds

S 09, B - 184, has reduced speed - probably to enter Cumberland Bays

B - 180. E - 15 992 radar, 184 transmissions - ANTRIM

B - 194. S - 09 ENDURANCE

B - 185. E - 18 BRILLIANT

B - 196 V - 21, E - 18, S - 17, S - 22 designated M - 01, HMS ANTRIM.

COR 118 received

M - 01 FCS (Average) 206/15 kyds 075/8 AOB 49 Port

CO COMMENT

She appears to be on some form of patrol

COR 119 received.

CO COMMENT

COR 119 orders me to close Cumberland Bay for Disembarkation of 6 SBS.  
 Attempts to make contact with ANTRIM on Nestor and VHF have failed -  
 Closing the coast

V - 39 FCS (good) 220/14 kyds 240/15 AOB 110 Stbd  
 This is M - 01 ANTRIM

In communications with ANTRIM UHF

Surfaced to start transfer of 6 SBS and their equipment

HMS BRILLIANT - E - 32 - 968  
 E - 40 )  
 E - 51 ) Seaspray

Sunset

~~SECRET~~ UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

2000 Position 54 14.9S 36 26.4W  
 Weather Wind 40 knots from 240 Vis 51K (Average)  
 Seastate 4 from 290 SSS )  
 Cloud 90% SVP ) Surfaced

2030 Stopped Helicopter Transfers due to weather and fading light.

CO COMMENT

Eventually started the Helo transfer at 1700, having entered the mouth of Cumberland Bay to seek shelter. Had to abort the transfer at 2030 when darkness, force 8 winds and too high a sea state made conditions too dangerous. 4 RMs and 3 loads of equipment still remain.

I have serious comms problems with no HF, no SSIXS and, so far, no secure UHF.

Intend opening to the north, staying close to ANTRIM while attempting to sort out these problems.

2230 CO COMMENT

Cleared my Sitrep 13/82 to ANTRIM  
 Remaining in a patrol area 14 NM to the north of my morning R/V.

2359 CO DAILY SUMMARY

Spent the first half of today waiting at PD for further instructions. COR 114 ordered me to transfer 6 SBS to ANTRIM, but by the time I started there was only enough light to achieve two thirds of the transfer. My major concern is the state of my communications mast. Am remaining surfaced overnight to attempt repairs, and to complete the transfer of 6 SBS at first light tomorrow.

TUESDAY 27 APRIL 1982

0235 Finished working on the ALN. Successful challenge of BILAT SSIXS. There is a lot of traffic for me. Head amplifier connections showed signs of salt deposits. Insulation of ALN UHF feeder varies between 20 kilohms and 1 megohm with head amplifier removed. Head amplifier appears OK, HF section insulations 50 to 100 kilohms. The mast obviously has suffered water ingress.

0500 SSIXS is 'down' again. Unable to talk to ANTRIM UHF or VHF.

0550 Calling by light telling ANTRIM to set watch UHF/VHF

0630 No joy with ANTRIM, but in contact VHF with BRILLIANT. Sent Sitrep 14/82 with comms resumé to ANTRIM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

260000 - 270000

+ 260000 -

UNCLASS/NPM

UNCLASS/NPM

+ 0600

N

+ 1200

+ 270000

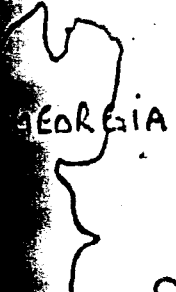
54°s

+ 1600

2200 +

36°w

+ 2000



UNCLASS/NPM

B-45



1 inch = 3.45 MLS.

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

800

Position 54 07S 36 18W  
 Weather Wind 35 knots from 250 Vis 3 NM  
 Seastate 5 from 250 SSS )  
 Cloud 20% SVP ) Surfaced

832

Sunrise

840

Started transfer of remaining SBS and stores

830

Man Overboard. 2 men in the water, both recovered by helicopter  
 however the last load of stores was swept overboard.

850

Transfer of 6SBS to PLYMOUTH complete

835

Transfer of 2 personnel from ANTRIM to me

845

CO COMMENT

Received CTG 324.3 270012Z including COR 127 with clear directives  
 - However my sitrep 14/82 may have overtaken that. WEO's trip to  
 ANTRIM was a complete waste of time since her SATCOMM is defective.  
 We are still working on SSIIXS.

850

CO COMMENT

Problems with SSIIXS continue - intermittent use only. Am trying  
 to clear my Sitrep.

820

Sunset

800

Position 53 56.8S 36 24.5W  
 Weather Wind 35 knots from 260 Vis 6NM  
 Seastate 4 from 260 SSS )  
 Cloud 40% SVP ) Surfaced

800

CO COMMENT

Am still unable to clear my Sitrep. SSIIXS is 'down' again and I  
 cannot raise any surface unit. Intend heading south to regain comms  
 with ANTRIM. My 1900 Sitrep - 15/82 suggested confidence in operating  
 with AMK only. This has now gone.

809

CO DAILY SUMMARY

Transfer of 6SBS to PLYMOUTH was completed this morning, since when I  
 have been trying to rectify my communications problems. I shall remain  
 in UHF Comms with ANTRIM overnight until either I have SSIIXS back, when I  
 shall proceed to the NW, or until further directives are sent by CTG  
 324.3. Took advantage of surface ops to repair HP Air system, although  
 our leak still persists.

~~SECRET~~

B-46

~~UK EYES 'B'~~

UNCLASS/NPM

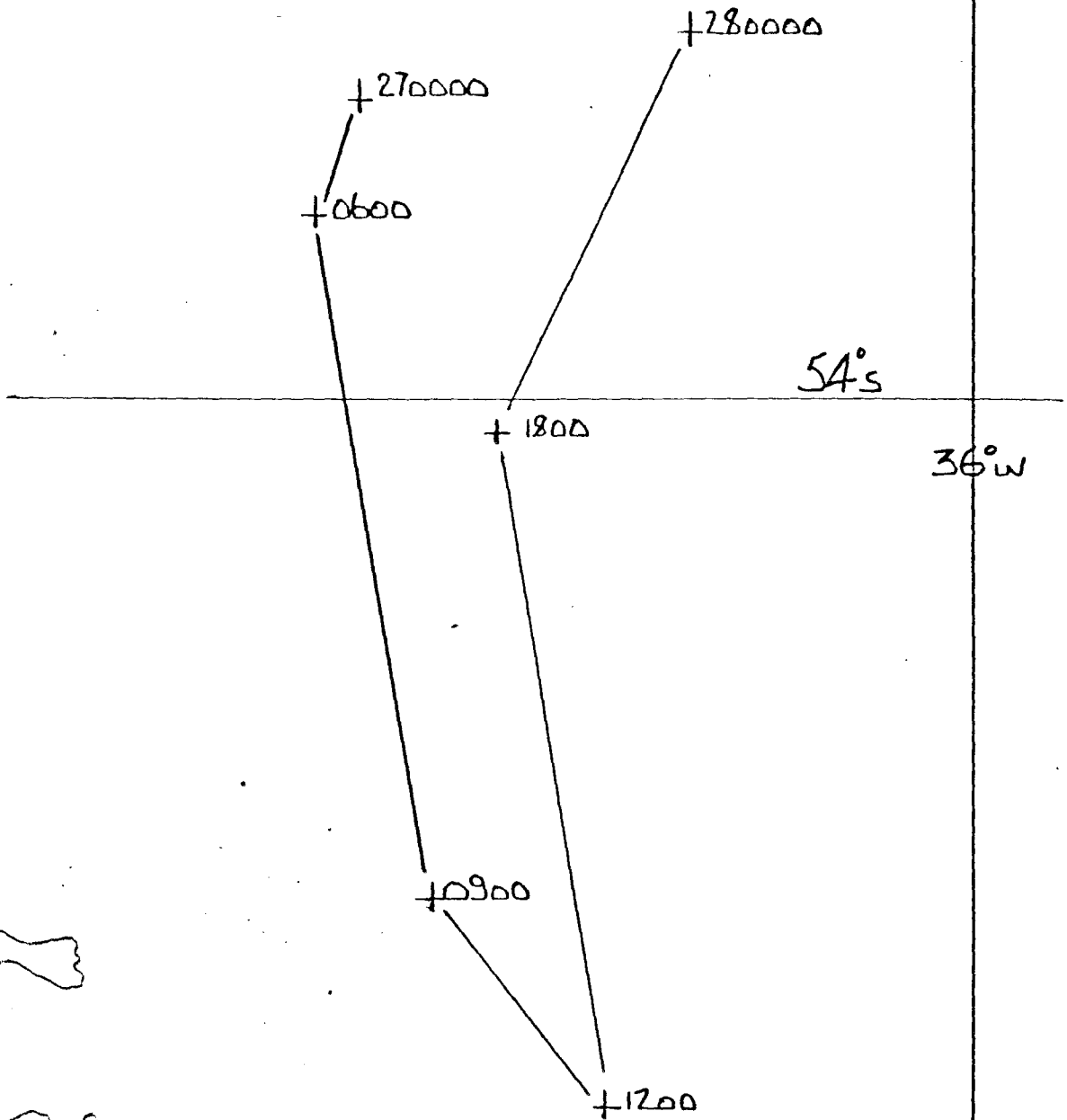
270000 - 280000

124

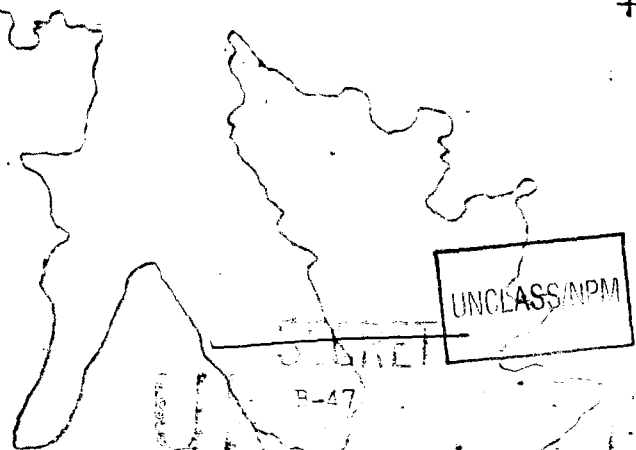
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~~SECRET~~ UNCLASS/NPM

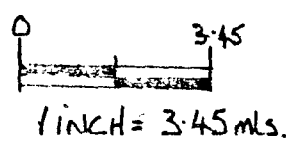
UNCLASSIFIED



GEORGIA



~~SECRET~~ UNCLASS/NPM



~~SECRET~~

UNCLASS/NPM

WEDNESDAY 28 APRIL 19820330 CO COMMENT

COR 135 received with definite instructions to proceed despite CTG's knowledge of all my comms problems. Intend sending Sitrep 17/82 stating where I am, while opening out to the North and then diving. I will be 8 hours late at 53S 40W at 281400 which I have told him. If I can clear my Sitrep I think we may be back in action.

0530 CO COMMENT

After two hours I am still unable to clear on line UHF traffic with TG. Closing ANTRIM again.

0531 C/C 1800540 CO COMMENT

Spoke to ANTRIM's AWO - very helpful but still no joy either ship or on line.

0605 C/C 000CO COMMENT

I have had enough. Closing down UHF with the TG. Trying to clear my sitrep via SSIXS while heading North.

0625 CO COMMENT

My Sitrep 17/82 acknowledged via SSIXS on the ALN !!! Rerun of my 280100 asked for, but PLYMOUTH acknowledged for that earlier, therefore I am happy. Traffic for me - d I want it!

0648

Dived

Weather Wind 35 knots from 200 Vis 10 NM  
Seastate 5 from 200  
Cloud 10%

CC COMMENT

Dived and started transit. Both signals cleared SSIXS. Traffic close up on 0600 routine. Isn't Communicating FUN!?

~~SECRET~~

UNCLASS/NPM

~~UP EYES 'B'~~

~~SECRET~~

UNCLASSIFIED

~~UK BYES 'B'~~

0705

C/D 425 C/S 21  
 SSS 6  
 SVP 020 - 4792  
 200 - 4792  
 320 - 4787  
 410 - 4782

0800

Position 58 26S 36 56W  
 Weather )  
 SSS ) as at 0648  
 SVP )

0941

Sunrise

1130

C/D 590 - in 'Iceberg Alley' as defined in COR 135

1607

C/D 200 C/S 10. 5 Tx sonar looking for icebergs

1618

C/D PD C/S 6 Routine, Fix and Domestic

1624

B - 000, E - 02. Dangerous in mast state Charlie

1634

B - 330, E - 05. Possibly E - 02 regained but with different PRF.  
 Possibly AN/APS 88 (Tracker) or Calypso.

CO COMMENT

Very surprised if E02 or E 05 is a Tracker as I am too far from land based aircraft and 25 de MAYO is not in the area. Suspect classification of Calypso is false too. Keeping intermittent look on search periscope while I print out SSIIXS traffic.

SSIIXS started to work satisfactorily but with some hits. Having taken 3 challenges, tried UK SSIIXS at 1700 without success; there was then no response when I switched back to BILAT. Therefore there is a fault on our equipment in the change over area. Patching is taking a long time. COR 138 gives me areas - slightly garbled, but I have FALKLAND BLUE from 291200.

1720

B - 350. S - 07 Occasional bursts of cavitation, sounds heavy,  
 Probably a merchant ship.

1733

S - 07 classified as rhythmic BIO.

CO COMMENT

Attempted to clear Sitrep 18/82 - unsuccessful. 3 new signals  
 - 3 attempts as BILAT SSIIXS will probably get them, but it is taking  
 1½ hours.

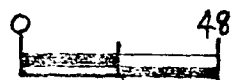
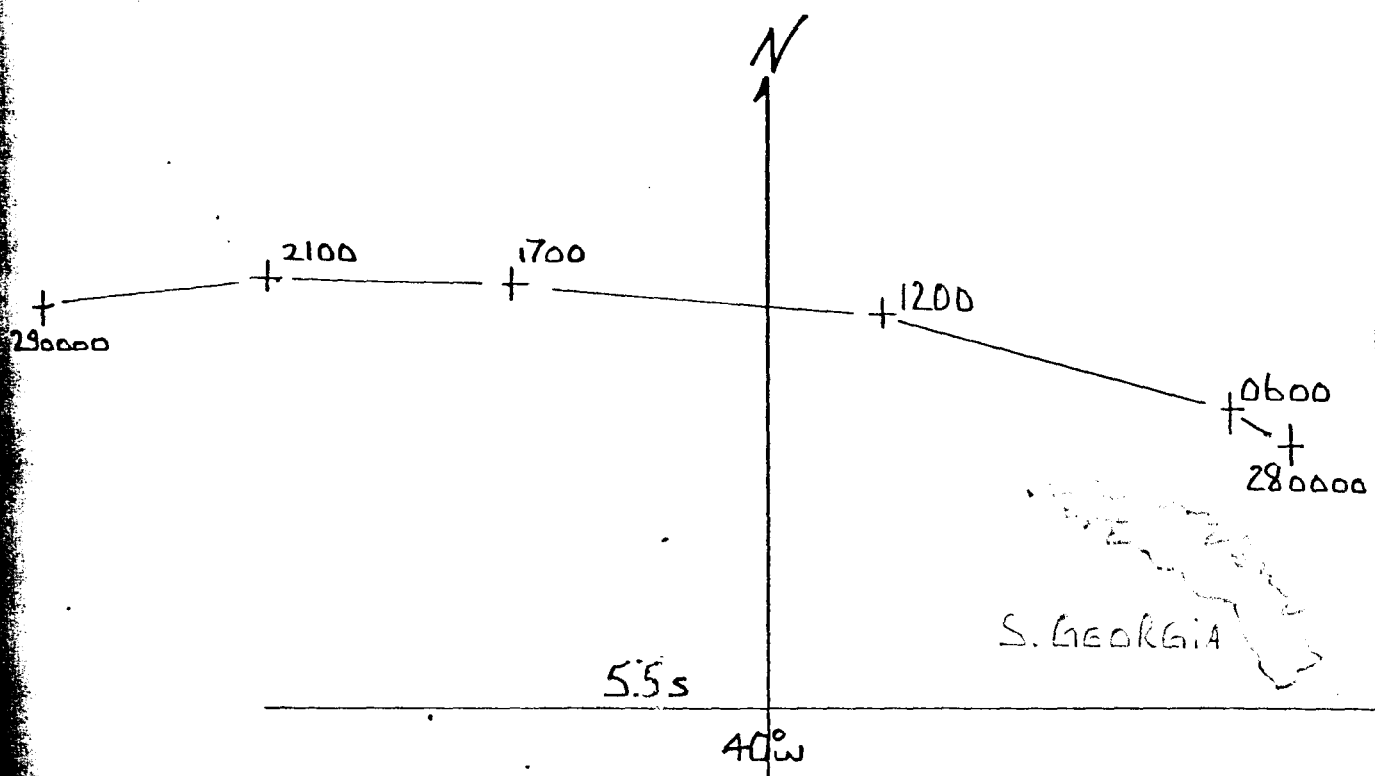
~~B-4~~~~SECRET~~

UNCLASSIFIED

~~UK BYES 'B'~~

280000' - 290000'

UNCLASSIFIED



1 INCH = 48 MILES

UNCLASSIFIED

UNCLASSIFIED



~~SECRET~~  
~~UK EYES 'B'~~ UNCLASS/NPM

1800 Weather: Wind 15 knots from 275 Vis: 4 NM  
 Sea State: 2 from 275 SSS: 6+  
 Cloud: 100% SVP: 020 - 4794  
 310 - 4798  
 420 - 4779  
 570 - 4780

C/D 590 C/S 21

1938 Sunset

2000 Position: 53°02'S 43°09'W  
 Weather, SSS, SVP: As at 1800

CO DAILY SUMMARY

Spent until 0700 trying to work our SSIXS and clear traffic. TG have comms problems as well. However, I believe I cleared all my traffic, although Sitrep 16/82 to PLYMOUTH may not yet have been received by CTG 324.3. 0700 - dived and set off to the West. At 1615 returned to PD to read broadcast - initially, all seemed to be going well, then system went dead on us.

Other major defect is the Electrolyser that has now been defective since 281730.

THURSDAY 29 APRIL 1982

0115 Tx sonar - looking for icebergs

0128 C/D PD C/S 4 Routine, fix and domestics

CO COMMENT

SSIXS just about unreadable. Spent 1 $\frac{1}{4}$  hours at PD to attempt to receive my traffic. Unsuccessful.

0315 C/D 425 C/S 21

0545 COR 140 decypherable, all other traffic is too corrupt to break.

CO COMMENT

COR 140 received (ROE 5/82). This gives me clear ROE for Operation CORPORATE. I now have these and an area so I can do a limited amount without comms.

~~SECRET~~  
~~UK EYES 'B'~~ UNCLASS/NPM

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

ROE within 200 NM of FI are:

- A. Maintain Blockade
- 3. All vessels positively identified as ARG CVA, CC, DD, FF, Corv, SM may be attacked
- 5. All non - nuclear submarines may be attacked
- 10. After first attack withdraw and report. If one can't after 12 hours continue
- 13. Report at discretion on all ARG units and after all subsequent attacks

0800

Position 53 18S 49 23.1W  
 Weather as at 1012  
 SSS 4 - 5  
 SVP 060 - 4810  
 260 - 4810  
 290 - 4787  
 360 - 4784  
 529 - 4784

1012

C/D PD C/S 4 for SSIKS  
 Weather Wind 10 knots from 273 Vis 3 NM  
 Seastate 1 from 273 SSS 4 - 5  
 Cloud 100%

*C 3rd areas 10000ft, associated support  
 now Belgrano 1000*

041

Sunrise

045

Receiving HF from NZ - printing 3's!

*now Belgrano*

055

C/D 425 C/S 21  
 Received COR 142, 143, 144, 145 on HF Broadcast

*Commander Belgrano*

CO COMMENT

*Areas*

I have now received COR 140 to 145 except 141 (Not VITAL)  
 I now have ROE (140) and Areas (142). Basically go to FALKLAND GREEN and operate therein against ARG surface group of CC BELGRANO and Escorts. Area allocated is partially in UK TEZ and partially to SW of it. Other point of interest from COR 144 is that all 3 SSN's will basically be in Associated Support to TG 317.8. The traffic was taken on HF Broadcast from New Zealand, but SSIKS reception was intermittent. Remain Flexible!! Intentions are to continue transit to West at 21 knots, take 1800 routine and slow down to penetrate the deep water gap between FI and BURDWOOD BANK.

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

SECRET

UNCLASS/NPMA

130

UK EYES 'B'

1615. Entered Area Falkland Blue

1745 C/D PD C/S 5 SSIXS/HF Broadcast Routine

1930 CO COMMENT

COR 147 gives details of NEPTUNE sorties, furthest south is 5130S - well to north of me. 2 other signals received but too corrupt to decrypt. Another 1 1/2 hours at PD trying to receive my traffic. No reception UHF on WT at all now. HF signal was received, but no sync obtained. SSIXS is intermittent on the Warner Mast.

1925 C/D 425 C/S 21

2000	Position	53 24S 54 28.9W	
	Weather	Wind 15 knots from 260	Vis 5NM
		Seastate 2 from 260	SSS 3
		Cloud 100%	SVP 020 - 4835
			370 - 4836

2019 Sunset

2045 Entered TEZ

2359 CO DAILY SUMMARY

Today has been spent transitting to the west to get into my new Area and trying to stay close up on my signal traffic. Although I am still experiencing difficulty with the routine reception, I have got the VITALS and now have a defined area with ROE to work to.

FRIDAY 30 APRIL 1982

0120 C/D PD C/S 5 Routine  
 Calm clear night  
 Signals received on HF Broadcast from NZ  
 COR 141 (Grouper retransmitted) ✓  
 148  
 149 - *Cont. 2019. have a ...*  
 150  
 151

0245 C/D 425 C/S 21

0620 Entered Area Falkland Green

0800 Position 53 30.65S 59 53.6W  
Weather as at 1027

0917 Sunrise

SECRET

B-53

UK EYES 'B'

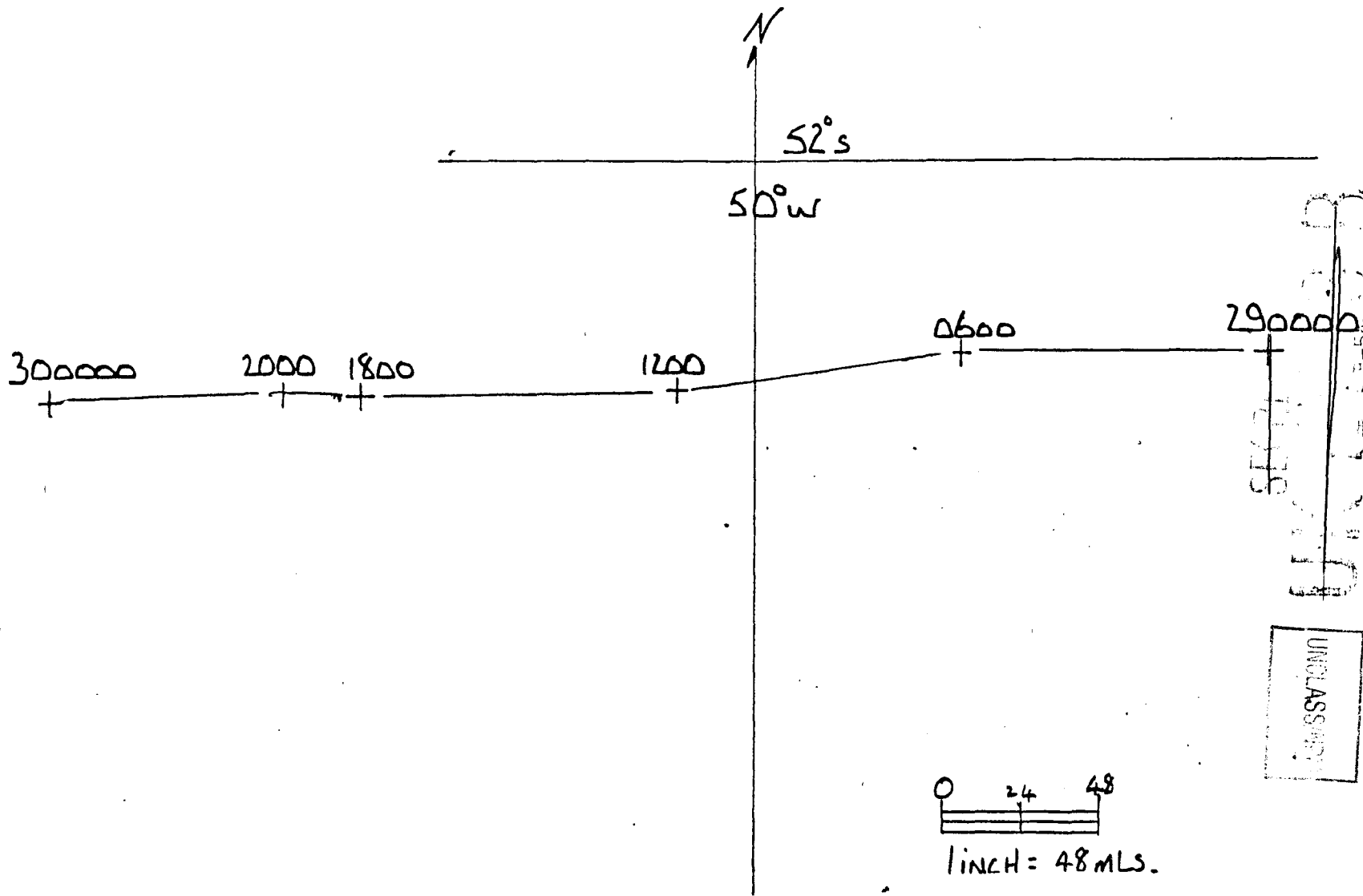
UNCLASS/NPMA

FALKLAND IS.



UNCLASSIFIED

UNCLASSIFIED



UNCLASSIFIED

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

~~UK BY JS 'B'~~

1027 . C/D PD C/S 5  
 Weather Wind light airs Vis 6NM  
 Seastate Nil SSS 1 - 2  
 Cloud 100% SVP 020 - 4847  
 150 - 4850  
 190 - 4855  
 425 - 4855

1125 Surfaced in position 53 51.5S 61 14.5W

CO COMMENT

Surfaced to stream the AHG (300 feet) with the HF tail, and to test the emergency UHF aerial for SSIXS. No difference between the HF tail or ALN. The SSIXS worked well on the emergency aerial.

1200 COR 146,152,154 received - missing 153

CO COMMENT

*EBK*  
 Intentions: To head SW to get to Western end of BURDWOOD BANK and then search west from there.  
 COR 146 gives me a Heads up for BELGRANO group to be moving to S GEORGIA.  
 Thinking about the problem - if they are off to S GEORGIA, a natural track to avoid SSN's would be across BURDWOOD BANK. However, I do not think they will do this since it is inside the TEZ and why test the system. Therefore they have either gone south of the Bank and I have missed them or they are to the West of me.

1253 Dived  
 C/D 260 C/S 21

1508 Entered Patrol area

1625 B - 115/270. T - 04 Diesel signature, 3.5 Hz spacing

1630 C/C 240 to resolve ambiguity of T - 04

1645 B - 270 T - 04 faded

1652 B - 270 S 25, 12 pen LF, but on the same bearing as T - 04

CO COMMENT

It appears S25 is coming from a 75 fathom patch to the West

1805 C/D PD C/S 5 Routine, Fix, Visual and ESM search

~~SECRET~~~~UK BY JS 'B'~~

UNCLASSIFIED

~~SECRET~~~~UK EYES 'B'~~

UNCLASSIFIED

1835 Received COR 153, 155, 156. Reasonable reception on the wire.  
B - 268/092 T - 05 Very similar to T - 04

2000 Position 54 29S 62 23W  
Weather Wind 10 knots from 270 Vis 6 NM  
Seastate 2 from 270 SSS 2  
Cloud 40% SVP not taken

2015 CO COMMENT

COR 153 states BELGRANO Group (79.3) was thought to be in Area MIGUEL (54105, 64 40W) at 301400Z. Area MIGUEL is some 75 NM from me to the WNW. T - 05's filtered bearings (diesel signature) fall across this Area. It is a good point in which to operate because:-

- a. Average depth of water is about 65M
- b. It sits behind a 29M shallow patch
- c. It is under ARG Air Cover
- d. It is only 35 NM from the TEZ.

I am now between MIGUEL and the route to S.GEORGIA. Intention is to close the shallow water overnight and investigate the Area tomorrow morning. If they are there, one can only say our intelligence support is EXCELLENT.

2046 Sunset

2359 CO DAILY SUMMARY

Surfaced this morning to stream my wire and HF tail and to test UHF emergency aerial. The latter proved that my problems are in my aerials as SSIXS worked perfectly on it. Have been heading toward's the Area MIGUEL all day as intelligence suggests this is where TG 79.3 will be. Hopefully my diesel Tonal is the first contact that will lead me to them.

SATURDAY 1 MAY 1982

0006 CO COMMENT

Received COR 159 - New Area Allocation. Areas allocated leave out two blocks - Dog Two Xray and Yankee, 60 by 70 NM to West of LOS ESTAD OS. This does not make sense. Sent Sitrep 21/82 asking for the reason.

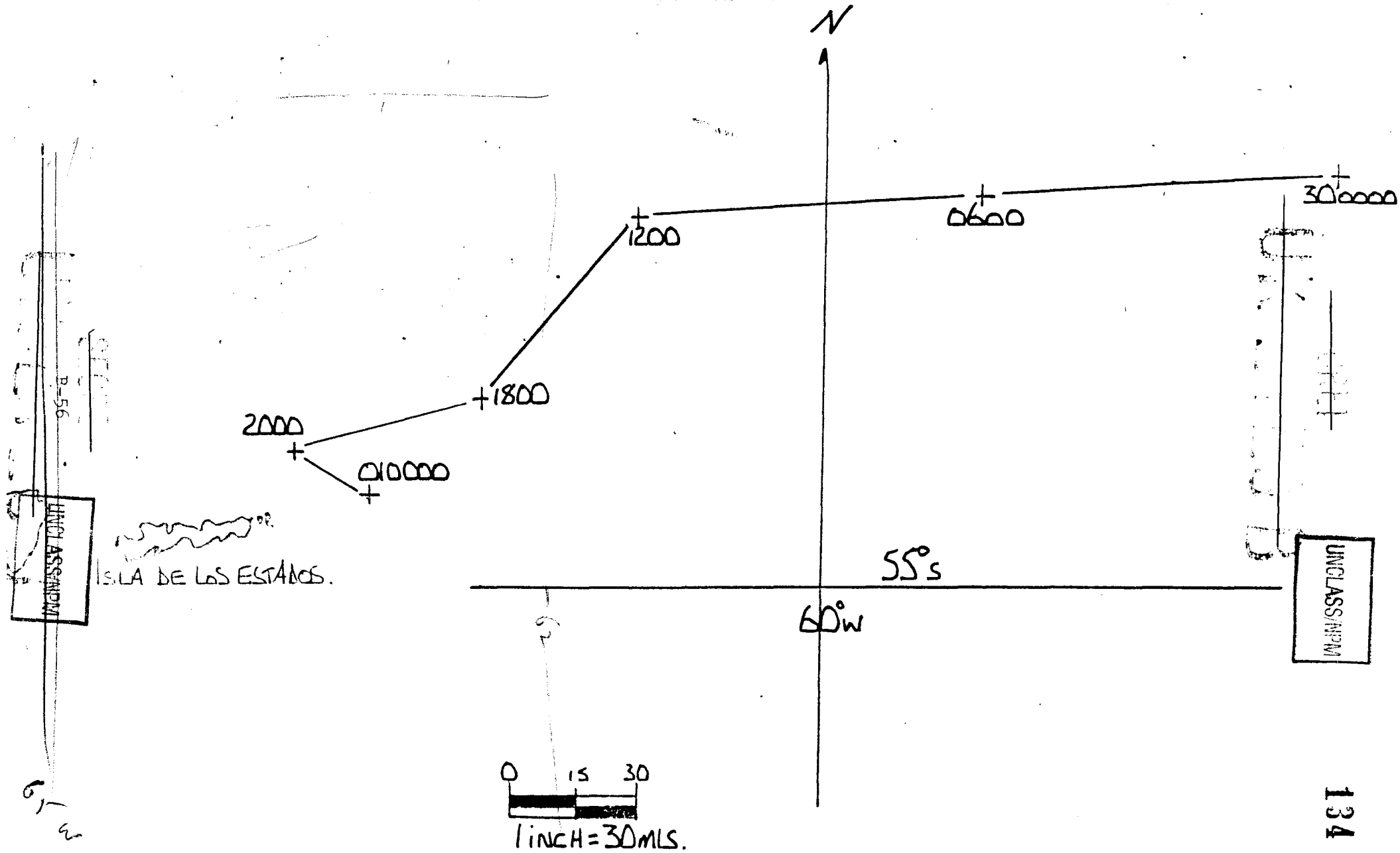
0600 B - 297/153 T - 06. Group of unstable lines.

0620 C/C 150 to resolve ambiguity of T - 06  
B - 280 T - 06 possibly gearing whine (from TG 79.3?)

B-55

~~SECRET~~~~UK EYES 'B'~~

UNCLASSIFIED/NPM



~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~0745 CO COMMENT

COR 160 (partially decrypted) suggests 79.3 will leave Area MIGUEL at 1600 to head East, possibly into TEZ. I will go and have a look now and then fall back to deep water.

0750 B - 246.S 42 Faint aural contact 1 X 4 126 revs - possibly MV.

0800 Position 54 06.5S 63 20.8W  
 Weather Wind 15 kts from 310 Vis 10 NM  
 Seastate 2 from 310 SSS 3  
 Cloud 30 % SVP not taken

1027 C/S 8 to close S42

1050 FCS (Poor) S 42 286/36 kyds 090/9 AOB 16 starboard

1115 CO COMMENT

From GOP S42 appears to have been steaming North at 10 knots over last few hours, at a range now of 70 kyds. Appears to be within 10 kyds of northern edge of Area MIGUEL. If this contact is part of TG 79.3 I expect her to 6/C South shortly.

1120 FCS (Poor) S 42 286/70 kyds 180/10 AOB 74 Port. She has altered to the South.

1130 Sunrise. Nothing visual within 10 kyds

1140 C/D 210 C/S 15 C/C 275

CO COMMENT

Decided to go deep and increase speed to 15 knots for 1 hour to get to Area MIGUEL for a search

1210 Entered Area MIGUEL

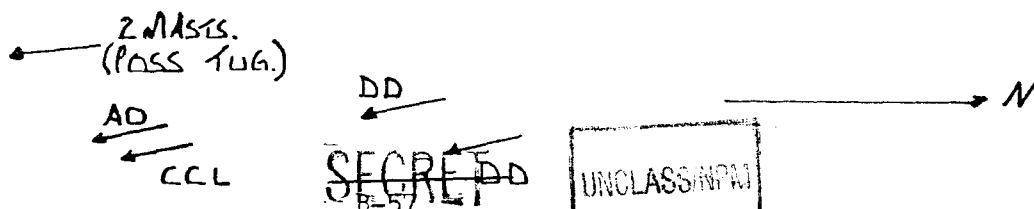
1249 C/D PD C/S 4 Visual search

1254 START EVENT 0101 - INITIAL CONTACT WITH TG 79.3

B - 285 R - 10 kyds S - 42 Unidentified Warship. Designated M - 02

1259 CO COMMENT

Five ships now in sight in fairly close formation. Disposition of the forces is





~~SECRET~~~~ALL EYES 'B'~~

UNCLASSIFIED

1302 . FCS (AVERAGE) of Group 272/11 Kyds 130/8 AOB 36 Port

CO COMMENT

CONTACTS IDENTIFIED AS:-

T05 = S42 = M - 02 AO PUERTA DE ROSALES  
           V56 = M - 03 DD ALLEN SUMNER CLASS  
                   M - 04 CCL BELGRANO  
                   M - 05 DD ALLEN SUMNER CLASS

(DD's Probably BOUCHARD AND BUENA)

I have not seen the two masts to the left of M - 02/M - 04 again - possibly I was mistaken and there are only four contacts.

M - 02 and M - 04 appear to be RASING.

1322 Warner look - No Rackets

CO COMMENT

TG 79.3 is operating under a passive EMCON policy

1325 C/C 350 to increase my distance off track from the TG.

1329 FCS (GOOD) M - 03 191/4.1 Kyds 130/9 AOB 119 Port

1335 FCS (GOOD) M - 04 193/5.1 kyds 155/10 AOB 142 Port

CO COMMENT

M - 03 has crossed in front of M - 04. The disposition is now such that there is a DD on either side of the CCL. From set ups, the indication is an MLA of 120 -7. This will take TG 79.3 straight to the centre of Area JULIAN. Intention is to open out on the port quarter of the group and shadow

1357 Warner clearance - No racket

CO COMMENT

Intention is to remain between 9 and 14 kyds from the group

412 B - 300 E - 63 I Band Racket 1 sweep only. No classification

~~SECRET~~

B-58

~~ALL EYES 'B'~~

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

~~IN EYES 'B'~~1413 END EVENT 0101 - INITIAL CONTACT WITH TG 79.3CO END OF EVENT SUMMARY

First contact with TG 79.3 was, in retrospect, T - 04 at 301645 last night. This was the diesel signature from M - 02 the AO, picked up at a range of approximately 100 Kyds. This coupled with the excellent intelligence support enabled me to gain visual contact at 1249 this afternoon.

TG 79.3 consists of CCL BELGRANO (M - 04)

DD's BOUCHARD AND BUENA (M - 03, M - 05)

AO PUERTA DE ROSALES (M - 02)

Possibly one tug

CCL BELGRANO and AO PUERTA DE ROSALES were RASING on first gaining visual contact which could account for the Groups slow SCA. The Group's course will take it straight to the centre of Area JULIAN

1425 M - 05 Black Smoke - possibly increasing speed. No indication from sonar.

1429 White Maroon seen above M - 04.

CO COMMENT

1. The white Maroon has not caused any change in the groups activity - perhaps it marks the end of the RAS?

2. VISUAL DESCRIPTION OF M - 02 PUERTA DE ROSALES

MKMF white superstructure, dark Hull, dark funnel, white king posts.

3. Diesel signature 645Hz, 36 Hz spacing indicates 6 cylinders 2 stroke engine.

4. From observation the TG does not appear to be conducting any form of zigzag

5. TG is 28 NM outside the TEZ.

1508 No response SSIIXS.

1510 CO COMMENT

Have tried to clear a locating report on SSIIXS - unsuccessful. Intend going deep to close the group to 7 kyds and then returning to PD. Assess MLA now 130/9.5

1514 C/D 200 C/S 15 C/C 130

~~SECRET~~

B-59

UNCLASSIFIED

~~IN EYES 'B'~~

~~SECRET~~

UNCLASSIFIED

UK EYES 'B'

1559 C/C 230 C/S 10 - 1936 Ranging Manoeuvre  
FCS (Average) M02 142/13 kyds 130/13 AOB 168 Port

1605 C/C 115 C/S 15

1613 C/D PD

CO COMMENT

TG 79.3 are still in the same disposition at 12 kyds. MLA 130/13.5. Returned to PD in time to see A0 break away returning to the NW. Remaining forces appear to have speeded up. They need 12 knots to get to Area JULIAN by 020200. Intention is to increase to 21 knots to close, deep.

1626 C/D 200 C/S 21.

1705 M03's range now 7 kyds. C/D PD for visual set up.

CO COMMENT

Disposition unchanged at 12 kyds - MIA 130/12.

1725 C/D 200 C/S 16  
Intend closing deep to 7 kyds

1840 All contacts faded - possibly due to group slowing down  
C/D PD for visual set ups

CO COMMENT

Disposition unchanged at 12 kyds. MLA 130/12

1925 No success on SSIXS  
Weather: Wind 15 knots from 300                      Vis 10 NM  
          Seastate 2 from 300                              SSS 2  
          Cloud 30%    SVP nottaken

1930 C/D 200 C/S 20

2000 Position 54 47S 62 57W  
Weather as at 1925

2007 C/S 16 to refine FCS  
Disposition and MLA unchanged

~~SECRET~~

B-60

UK EYES 'B'

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

2016 C/C 080 for 1936 Range and FCS (Average)

M - 04 - 102/6 kyds 130/12 AOB 152 Stbd  
 M - 03 - 078/9.5 kyds 130/12 AOB 128 Stbd

2053 Sunset

2055 C/D PD

FCS (GOOD) M - 03 080/8 kyds 130/12 AOB 130 stbd  
 M - 04 122/7.5 kyds 130/12 AOB 172 Stbd  
 M - 05 167/5 kyds 130/12 AOB 143 Port

2130 TG 79.3 are not burning Navigation lights. Lost visually.

2141 C/D 200 C/S 21

Intention is to close to 9 kyds and then C/C and C/S for 1936 range.

2210 C/D 260 O/C Domestics

2224 C/C 180 - ranging manoeuvre  
 FCS (Average) M - 03 131/12 kyds 130/12 AOB Right Astern

2250 FCS (Average) M - 04 156/6 kyds 110/13 AOB 134 Port

2312 B - 150. 2 Bangs heard from M - 04, Cause unknown

2315 FCS (Good) M - 04 159/8 kyds 120/13 AOB 141 Port

2359 CO DAILY SUMMARY

Having followed the 'steer' from my intelligence support and Tonal 05, I at last gained visual contact on TG 79.3 at 1250 this afternoon.

I have remained in the trail for the last 11 hours. TG 79.3 have maintained an MLA in keeping with that suggested by my intelligence support which has been of great assistance.

TG 79.3 are not burning Navigational lights so I shall maintain the trail from deep - ready to conduct a TIGERFISH Attack should TG 79.3 head north into the TEZ.

A good day - in contact with the Enemy at last!

B-61

~~UK EYES 'B'~~

UNCLASSIFIED

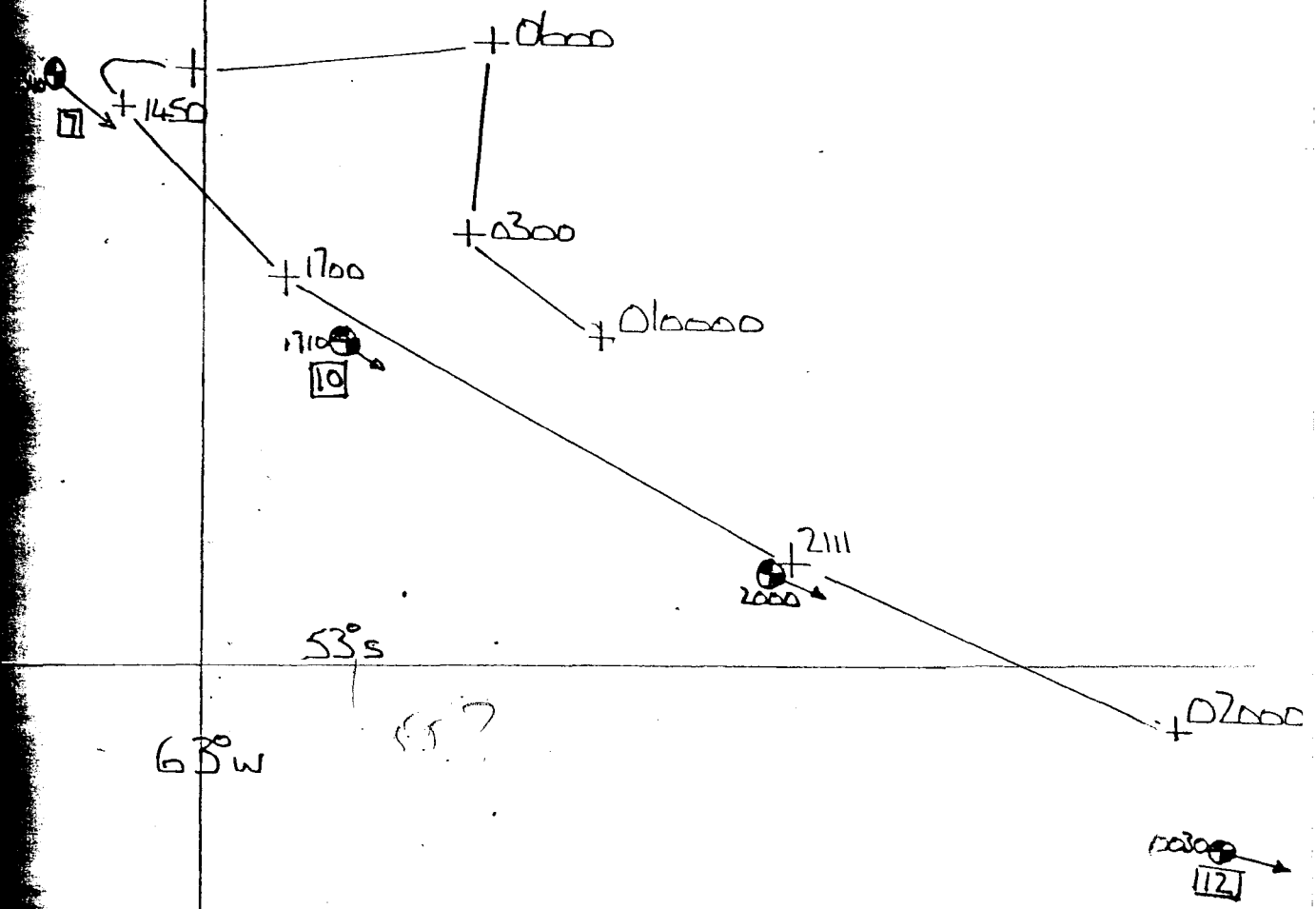
010000 - 020000

~~SECRET~~  
UNCLASSIFIED

UNCLASSIFIED

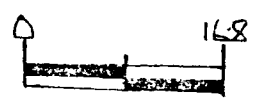
N

16.79.3.



63°W

53°S



1 INCH = 168 MILS.

~~SECRET~~

B-62

~~SECRET~~  
UNCLASSIFIED

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

UV EYES 'B'SUNDAY 2 MAY 1982

0017 C/C and C/S as required for 1936 ranging manoeuvres on M - 04  
FCS (Average) 196/16 kyds + 25 Fyds 130/15 AOB 114 Stbd

0035 B - 161 M - 04 appears to have stopped

0037 B - 161 M - 04 regained faint aural revs constant 130

CO COMMENT

It appears that TG 79.3 have altered course - perhaps to the NE to close the TEZ as expected. I appear to be in a bow null on M - 04.

0044 C/C 250 to open DOT

0055 M - 04 faded

0107 M - 05 FCS (Poor) LOP 150/7 kyds 000/14 AOB 30 port  
TCC 163/127 kyds 013/15 AOB 30 Port

CO COMMENT

I think TG 79.3 may well have reversed course to approximately 300. This puts me underfoot, as I had expected them to head North and was well placed on the port quarter for such a manoeuvre.

0110 M - 05 FCS (poor) 137/4 kyds 295/14 AOB 22 Stbd  
C/C 180 to get to the South of the group

0120 C/C 080 for 1936 range

0125 CO COMMENT

Having C/C 080 to open DOT and produce a fast right bearing rate, the Bearing did not move which means that TG 79.3 must be at long range. From the LOP it would appear that the Group did alter to the North as originally thought, but then resumed its original course of 130 at 14 kts, which would account for their long range. Intention is to C/S 21 and run down the bearing for 40 minutes steering 110 to offset myself to the North. I believe the Group is now 20 kyds to the SE.

0125 C/S 21 C/C 110

0205 C/S 12

~~SECRET~~

B-63

UV EYES 'B'

UNCLASSIFIED

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

0210 B - 080 M - 03  
 B - 098 M - 04  
 B - 120 M - 05

CO COMMENT

TG 79.3 regained to the SE, range 14 kyds approximately. Intention is to close at 21 knots for a further 30 minutes pointing the left wing escort. If the group change course to the North I shall be well placed.

0217 M - 03 FCS (Poor) 120/14 kyds 100/14 AOB 160 Port  
 C/S 21 C/C 080

0245 C/S 10  
 C/C as required for 1936 ranging. TG 79.3 now at 6 kyds

0320 CO COMMENT

Expected TG to turn to the North in accordance with COR 160 but they appear to be skirting the TEZ 18 miles to the south of it.

0330 M - 04 FCS (Average) 142/10.4 kyds 100/14 AOB 136 Port

0400 CO COMMENT

14 hours or so in the trail now shows that TG 79.3 are transitting East skirting the TEZ at 20 NM - speed about 13 knots overall. Passive with very little overall alteration. Have been trailing at ranges of between 4 and 20 kyds at speeds up to 21 knots. Cruiser is held quite easily inside 14 kyds and her Destroyers inside 10 kyds.

0500 M - 04 FCS (Average) 120/3.6 kyds 090/12.5 AOB 150 Port

0530 C/D PD C/S 5 Routine, Fix and Domestics  
 Nothing visual TG 79.3 obviously in darkened ship routine

0602 B - 140, E - 49 2 sweeps I band from M - 05 Possibly for station keeping

0645 C/D 260 C/S 211 to close TG 79.3 for 30 minutes.

~~SECRET~~

B-64

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~CO COMMENT

0530 - 0645 - At PD to clear LR 1/2, but signals read on HF Broadcast, channel 5 and BILAT! Only signal down I believe is COR 167

Received COR 168 - AM FORMOSA from FI to mainland - well to the North of me.

COR 171 - Suggests that TG 79.3 will move to 54S 60W - bears 325/90 NI by first light. They won't make it. Aim is to attack RN Units.

0715

C/S 16

0722

M - 04 B - 126  
M - 03(or 05) B - 083

0745CO COMMENT

I have now caught up with BELGRANO (M - 04). Intend staying about 5 kyds astern of her awaiting developments.

0800

Position: 55 20.2S 58.24W  
Weather - Deep  
SSS 3 - 4  
SVP 060 - 4825  
260 - 4826

0810

M - 04 FCS (Average) 348/3.8 kyds 335/15 AOB 173 Stbd

CO COMMENT

TG 79.3 appears to have C/C to the NW.

0840

M - 04 FCS (Poor) 320/1.5 kyds 280/15 AOB 140 Stbd  
TG 79.3 appear to have started zigzagging

C/C as required for 1936 ranging

0900CO COMMENT

TG 79.3 have C/C back to about 270 rather than into the TEZ! SAD.

~~SECRET~~~~UK EYES 'B'~~  
B-65

UNCLASSIFIED



~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

0922 M - 04 FCS (Average) 313/1.7 kyds 270/17 AOB 137 Port  
Speed from LOP is 14 knots

0930 Suspect S63 may be BELGRANO, being masked by M - 03.

CO COMMENT

Last night M - 03 and M - 05, the two destroyers, were at approximately 160 revs and M - 04, BELGRANO was at 130 when the group was making good 14 knots. The Group is still making good 14 knots, but the contact designated M - 04 is doing 168 revs. I think this is a destroyer and the two contacts got mixed up during the last sprint.

1106 LOP solution over last 2 hours 270/14

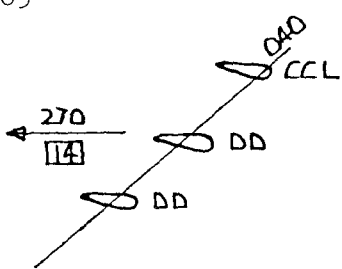
1124 Sunrise

1135 M - 04 FCS (Average) 306/0.9 kyds 270/14 AOB 94 Port

1144 B - 247.S71 - 2 X 4 = M - 05

CO COMMENT

Force Disposition



The Task Group is transitting West 15 NM to the South of the TEZ. Although intelligence suggests that the group will enter the TEZ, they appear to have a different idea. Perhaps the bombing of Stanley airfield and the 'splashing' of a mirage have made them wary of the TEZ!?

1246 M - 04 FCS (Good) 302/5.5 kyds 270/10 AOB 148 Port

CO COMMENT

Intention is to return to PD in 15 minutes to check disposition of TG 79.3 visually and change a gearbox on Sector - a 15 minute job.

1410. C/D PD C/S 5  
M - 04 (BELGRANO) B - 220  
M - 03 (DD) B - 276

*1410 LR*

~~SECRET~~

B-66

~~UK EYES 'B'~~

UNCLASSIFIED

~~SECRET~~

UNCLASS//NPM

~~UK EYES 'B'~~CO COMMENT

The contact we thought was the CC is one of the DD's - they must have changed over during the sprint at 0700

1420

Taking routine on Warner East  
 Weather Wind 15 knots from 310 Vis 5 NM  
 Seastate 2 from 310  
 Cloud 100%

1430

Disposition



DD 6.4 KYDS  
 DD 9 KYDS  
 CCL 9 KYDS

⊙ S/M.

1437

Very intermittent reception of PLTSATCOM 5

1452

M03/M05 appear to be operating their SPS 40 but not transmitting - Scanners seem to be rotating - Nothing on Warner

1530

TG 79.3 are now at 12 kyds

1543

M05 B - 262/14 kyds. Appear to be changing station. Now 170/14.

1547

B - 248 E 01 I Band PRF 1627, PW 0.3 ARP 2. Not associated with TG. Parameters are of a 1006, Kelvin Hughes, Decca Comnar. No sonar contact on that bearing.

1625

M - 04 FCS(Good) 258/12 kyd 287/12 AOB 151 Port

CO COMMENT

Traffic now received. COR 177 gives me permission to Attack. Delay due to confusion in that COR 174 cancelled an instruction (not received) from CTG 317.8 to attack the Cruiser. DTG of COR 177 not initially received and so awaited reruns to be absolutely certain. I have ROE to attack. Aim now is to close TG 79.3 and then work into a firing position.

Preferred weapon Mk 8 Mod 4. If a good attacking position cannot be achieved because of the Escorts, then I shall use a Mk 24.

1626

C/D 160 C/S 16

1633

C/S 21 C/C 290

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UNCLASS//NPM

~~UK EYES 'B'~~ B-67

~~SECRET~~

UNCLASSIFIED

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1701 C/D PD C/S 6  
M - 04 FCS 221/4.6 kyds 260/11 AOB 141 Stbd

1718 C/D 200 C/S 16

CO COMMENT

DD is too close to firing position on CG Stbd side therefore my intention is to pass astern of BELGRANO and come up on her port side so that she is between me and the destroyers when I attack.

1745 C/D PD C/S 6 Vis is only 3 kyds

1755 M - 04 FCS (GOOD) 287/1.5 kyds 242/10 AOB 135 Port  
C/D 380 C/S 21 C/C 225 to obtain a good firing position

1809 ACTION STATIONS

1813 START EVENT 02/01 - ATTACK ON TG 79.3 - G BELGRANO

CO COMMENT

In position 55 23.1S 61 21.0W. I am on the port quarter of TG 79.3 and my target, the Cruiser G BELGRANO, is on the left wing. My intention is to close to a firing position such that I shall fire a salvo of 3 X Mk 8 Mod 4's from 1800 yds on a Torpedo Track Angle of 100° and a zero gyro angle. I shall then evade to the SE leaving the datum between me and the destroyers for as long as possible to assist my escape.

1816 C/D PD C/S 6

1820 M - 04 FCS (GOOD) 020/5.2 kyds 274/10 AOB 75 Port

CO COMMENT

Having come up for my final Target set up, M - 04 has zigged away and opened whilst I was deep.  
Intend going deep and fast to close into my firing position.

1822 C/D 300 C/S 21

1836 C/D PD C/S 8 C/C 040

1839 M - 04 FCS (GOOD) 045/4.5 kyds 274/10 AOB 48 Port

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UNCLASSIFIED

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UNCLASS/NPMA

1843 M-04 FCS (GOOD) 040/35 kyds 294/10 AOB 75 Port  
CO COMMENT  
 D.O.T. is 3.3 kyds. Will 'Duck and up' again to close range.  
 C/D 150 C/S 18

1850 C/C 000 C/S 6

1851 Set Target Speed 11 knots C/D PD  
 Standby 1,2,6 tubes, open 1,2,6 tube bow caps

1852 C/C 010 - for a 105° Torpedo Track Angle (TTA)

1853 Final set-up  
 MO4 FCS (GOOD) 042/2 kyds 280/11 AOB 58 PORT

1854 All-round look  
CO COMMENT  
 Nothing else in sight. M-04 BELGRANO is not aware of my presence. Intend to wait until the target's relative bearing is G13 when it will be a zero gyro angle shot.  
 TTA now 90° after re-assessing the ATB at the last look, but will not C/C now as I am about to fire.

1854½ Final set-up  
 M-04 FCS (GOOD) 035/1.6 kyds 280/10½ AOB 65 PORT  
 Set target speed 10½ knots

1856 Final set-up  
 M-04 FCS (GOOD) 030/1.55 kyds 280/10½ AOB 70 PORT

1856¾ Check firing bearing 023½  
 FIRE  
 Order of firing 6, 1, 2

1857 Shut 1,2,6 tube bow caps  
 3 explosions heard  
 C/D 300 C/C 180 to clear the datum  
 Shut off for Counter-Attack

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UNCLASS/NPMA

~~SECRET~~

UNCLASSIFIED

~~UK EYES - B~~

CO COMMENT

Orange fire-ball seen just aft of the centre of target, in line with the after mast, shortly after the first explosion was heard. Second explosion heard about 5 seconds after I think I saw a spurt of water aft, but it may have been smoke from the first. Third explosion heard but not seen - I was not looking!

1904 Explosions heard

XXXXXXXXXXXXXXXXXXXXXXXXXX

CO COMMENT

These explosions are possibly depth charges or some type of ASW weapon from the two destroyers M-03 and M-05. Datum is now XXXXXX to the XXX of me.

1911 C/C XXXX

1917 C/C XXXX

1919 END OF EVENT 02/01

CO END OF EVENT SUMMARY

Having been in the trail of TG 79.3 for the last 24 hours, I had dropped astern of the group while reading my broadcast routine. On receipt of COR 177 authorising me to attack I went deep to close the group.

The intention was to close to an 'ideal' firing position on the side of the BELGRANO away from the escorting destroyers. A salvo of Mk 8 Mod 4's was considered better than a Mk 24 Mod 1, because of the BELGRANO's thick armour plating and anti torpedo bulges.

The Task Group were conducting a very limited zig zag plan of + 30° approximately around 270°. Having manoeuvred into a firing position on the port beam of the target, the parameters on firing were:

Own Course	010		
Own speed	6 kts		
Target Course	280	296 )	
Target speed	10½ knots	10 kts )	Reconstruction
Torpedo Track Angle	90	106 )	
Range on firing	1400 yds	1200 yd )	from the LOP
Gyro Angles	1st Weapon	1°	Right
	2nd Weapon	Zero	
	3rd Weapon	2°	Left
Angular Spacing	5½ degrees		
Hitting Run	56 seconds	- 57½ seconds	timed on Sonar Recording

~~SECRET~~  
B - 70  
~~UK EYES - B~~

UNCLASSIFIED

~~SECRET~~

UNCLASS/REF

~~UK EYES 'B'~~

A 3 torpedo salvo was fired using Average Solutions because the poor visibility (3 kyds) made ATB assessment and ranging difficult. The command requirement was one hit.

Onboard analysis, using both the visual solution from the final set up and the LOP.Solution, gives two hits from the second and third weapons, with the first weapon missing astern. This is not supported by the visual sighting of a hit 57 seconds after discharge of the first weapon.

Replaying the Sonar Recording of the attack gives two definite explosions with a possible third, although this was not confirmed visually.

No visual assessment of damage to the BELGRANO was possible because evasive action was taken to clear the area from the two escorting destroyers. The submarine was not detected throughout this event or at any other time.

1927

XX

1953

B - 280 S - 30 getting louder. There is a lot of 'banging' on this bearing

2000

Position 55 42.6S 60 58.3W

Weather - Deep

SSS 6+

SVP 020 - 4827

420 - 4834

2004

B - 272 Datum R - 26 kyds

2010

Loud Bang - heard to the West - No Bearing

CO COMMENT

If this is the Destroyers chasing me they are either lucky in their choice of direction, or there happened to be a NEPTUNE in the local area with JEZ buoys that has directed them; because there have been no active transmissions at all. The 'Bangs' reported by the Sound Room sound like gun fire - is it BELGRANO's ammunition going off? Perhaps the 'Big Bang' was her magazine. Interval between first two 48 mins, second two 6 mins, so there is nothing significant.

2037

Sunset

~~SECRET~~

B-71

~~UK EYES 'B'~~

UNCLASS/REF



~~SECRET~~

151

UK EYES 'B'

UNCLASS/NPM

CO DAILY SUMMARY

Trailed TG 79.3 all night tracking outside TEZ to East. At 0805 reversed course to West. On return to PD at 1415, discovered that CC and DD had crossed over during reversal of course. Spent from then until 1620 obtaining traffic. COR 177 - Attack. Slightly garbled the first time.

1620-1900 - Closing to attack. Initially on the starboard side of G. BELGRANO (M-04) but DD was too close there, so crossed over to Port side to obtain a good firing position. 1900-2100 - spent evading to EAST and then SE. I still cannot understand why the explosions were so close. 2100-2359 - spent clearing the datum to SE.

Will move South and then West approximately 50 nm from the Datum before heading NW back to a search position off the Isla de los ESTADOS.

MONDAY 3 MAY 1982

0100 CO COMMENT

Overnight intentions are to move South and Northwest to operate half way between ESTADOS Isle and the firing Datum by pm tomorrow.

0103 No sonar contacts

0600 C/D PD C/S 6 Transmit Sitrep 26/82, Routine, Fix and domestics  
4 new signals required

0614 B - 030 E 58 Possible NEPTUNE

CO COMMENT

I would imagine the Neptune rackets are aircraft searching for me around the datum area.

0655 B - 050 E58 is increasing in intensity

0702 C/D 260 C/S 15

0800 Position 56 10S 62 34W  
SSS 4.5  
SVP 020 - 4827  
210 - 4832

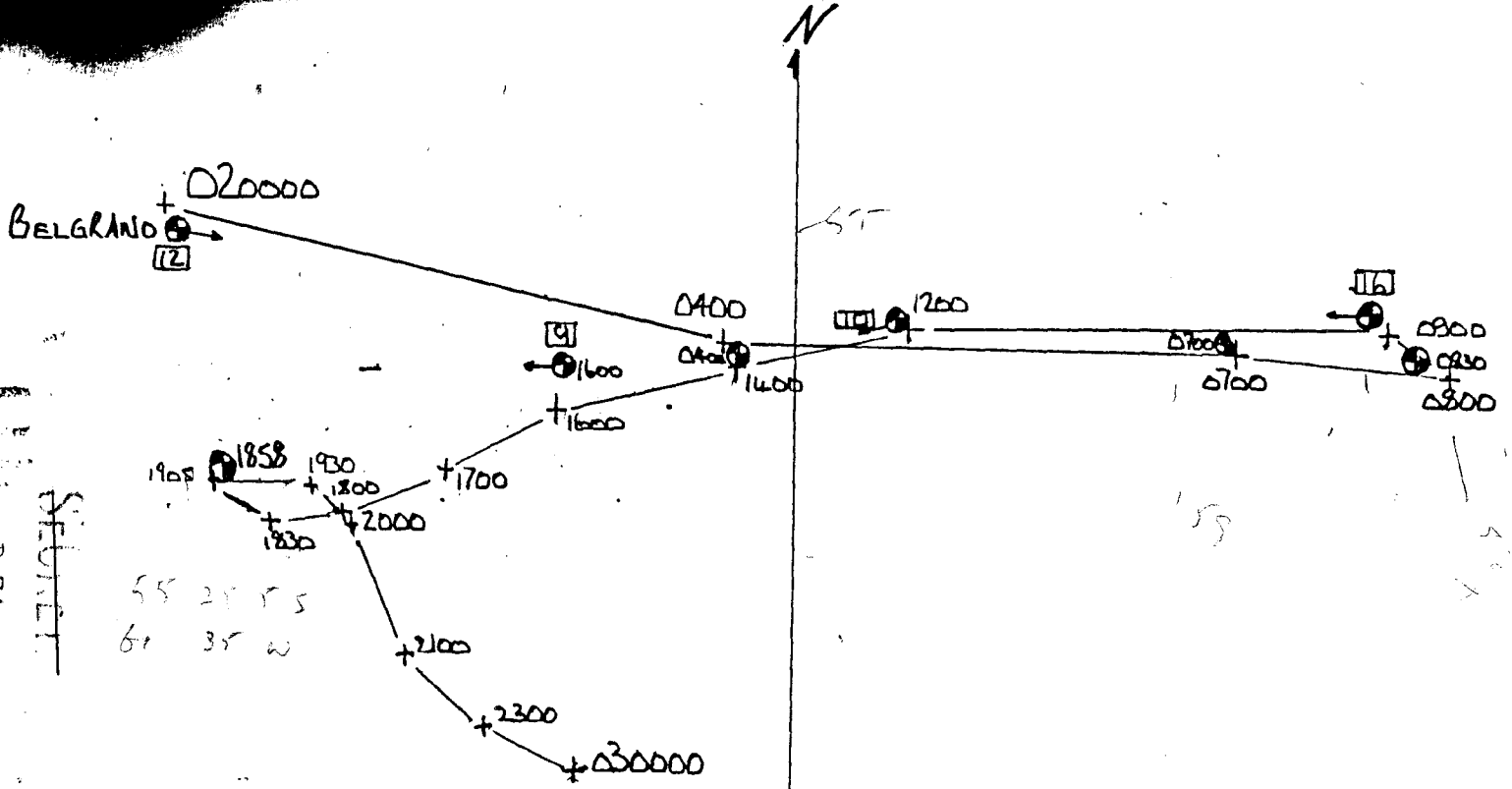
0950 C/C 330 C/S 15 - Heading for Isla de Los Estados  
T - 06 (433 Hz) in after beams  
Diesel signature at 11.6 Hz spacing in low beams

SECRET  
B-73  
UK EYES 'B'

UNCLASS/NPM

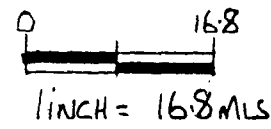


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UNCLASSIFIED



SECRET  
UNCLASSIFIED

Handwritten note: *Handwritten note, possibly 'Handwritten note' or similar.*



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UNCLASSIFIED

~~UK EYES 'B'~~

1102 T - 06 has not changed in the beams during CSA - Therefore it is OSN.

1142 Sunrise

1230 C/D PD C/S 5 Fix and Routine  
Weather: Wind 20 knots from 275 Vis 6 NM  
Seastate 3 from 275  
Cloud 90'

1355 T - 07 B 002/182 Diesel signature 53.9 Hz 6.5 Hz spacing  
Possible 9 cylinder 2 stroke at 390 revs

1440 C/D 260 C/C 280

CO COMMENT

2 hours at PD - no HF, intermittent BILAT reception. May have got two signals - going deep until 1730 to proceed to patrol position midway between Los Estados and BURDWOOD BANK

1815 C/D PD C/S 5 SSIKS, Fix and Domestic

CO COMMENT

Glorious day, excellent visibility, roughish sea. Nothing in sight, lots of Biological around. Intend remaining beam to sea - conducting domestics and receiving traffic. Heading for ESTADOS/TEZ Gap.

1824 B - 025 E26 Probably ANAPs 20 (NEPTUNE)

1826 B - 025 E26 Dangerous. Down all masts

1846 B - 060 E - 26 regained

1847 E - 26 faded

1933 C/D 260

1951 C/C 145 C/S 11

CO COMMENT

Traffic received COR 186, 188, 189

- COR 186 - 1. BELGRANO adrift 55 18S 61 47W at 030500Z  
2. DD BOUCHARD claims hit by Torpedo which did not explode!

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BELGRANO position is 142 58NM from me on top of the datum search position for the Neptunes.

I have now come up to the Gap and seen and heard nothing. Intend now running down the bearing at 10 knots to see what is there.

2000 Position 54 37N 62 50W  
 Weather Wind 20 knots from 220 Vis 10 NM  
 Seastate 4 from 220 SSS 6  
 Cloud 20% SVP 020 - 4840  
 200 - 4840

2041 Sunset

2300 C/S 11 - Carrying out  $\pm 30^\circ$  zigzag to aid passive paper trace and to disguise my MLA - 10 minute legs

2330 Carrying out zigzag plan 10 in accordance with ATP 3

2359 CO DAILY SUMMARY

Have spent most of the day making for the gap between ESTADOS and BURWOOD Bank, keeping to the South of the BELGRANO Datum. NEPTUNES have been active all day searching for me, but I have been outside their search area.

A quiet day after yesterday!!

TUESDAY 4 MAY 1982

0040 C/D PD C/S 5 Routine, Fix and Domestic  
 Weather Wind 10 knots from 190 Vis 6 NM  
 Seastate 3 from 190 SSS 3  
 Cloud 35% SVP 020 - 4820  
 260 - 4822

0050 B - 130 2 Faint bangs heard on sector - unidentified

0150 C/D 260 C/S 8 C/C 110 - Resume search and zigzag plan 10  
 Signals received COR 190 - ROE Classification  
 COR 191 - Intelligence Sitrep

0220 C/C 010 - Stop zigzag plan 10

0640 B - 260 S.91. Faint audible ship contact. 1 X 4 170 revs M/V  
 C/C 260 C/S 10 to investigate

0800 Position 55 26.6S 62 10.6W  
 SSS 3 - 4  
 SVP not taken

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UNCLASSIFIED

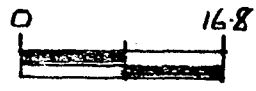
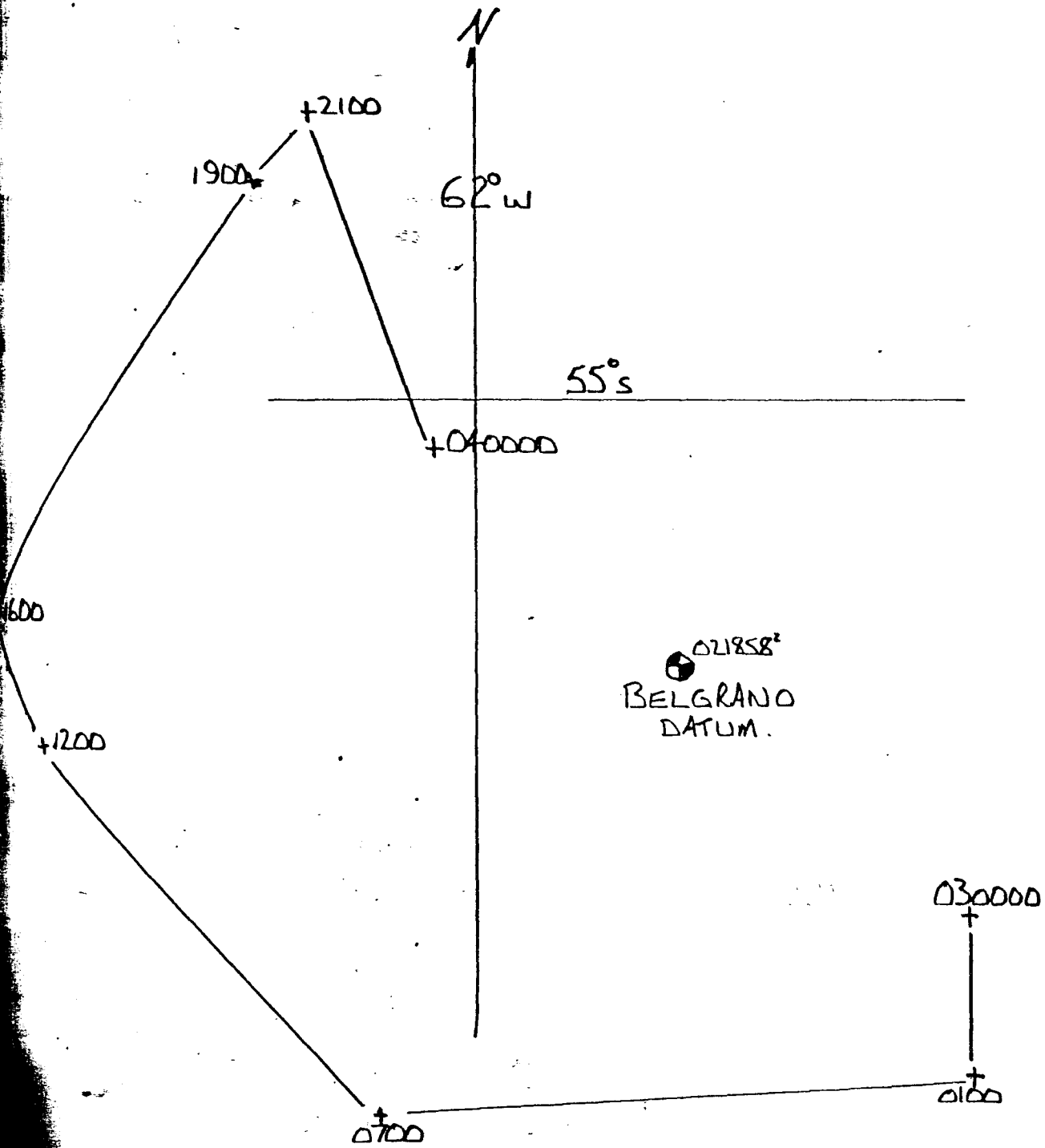
~~UK EYES 'B'~~

B-76

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UNCLASS/NPM

030000Z - 040000Z



1 INCH = 16.8 NLS

~~SECRET~~

P-77

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UNCLASS/NPM

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UNCLASS/NPM

~~UK EYES 'B'~~

0805 S - 91 designated M - 91 Possible Argentinian Auxiliary  
FCS (Average) 260/10 kyds 130/14 AOB 50 Port

0810 C/S 18 to close M 91

0836 M91 FCS (Good) 100/0.8 kyds 115/15.5 AOB 175 Starboard  
TPK = 11.3  
Initial detection range Passive LF 112 kyds  
Audible Sector 78 kyds  
SSS 3 - 4

0845 CO COMMENT

I am now underneath M91. MLA 115 - 16 knots, which would suggest she has come from around the western edge of Isla de los Estados. Although I am confident she is a merchant ship, I think I will stay with her until sunrise to check and then return to the BELGRANO area.

1113 START EVENT 0401 - VISUAL IDENTIFICATION M91

CO COMMENT

I am in position 55 52.1S 60 55.0W, approximately 40 miles SSE of the BELGRANO datum. I am almost underneath M91. The intention is to go underneath to obtain the best fire control solution, then to open ahead and to the North of her to 1500 yds off track. Once I have confirmed that she has not altered course I shall come up and take a look at her on the port beam, ready to fire in the unlikely event that she is a warship. FCS (Good) 110/0.6 kyds 110/15.5 AOB Right Astern

1125 On top.

1126 C/C 080 C/S 21 to open out

1134 Sunrise

1136 DOT now 1400X C/C 100

1141 C/D PD C/S 6 C/C 000 to look at M - 91

1144 CO COMMENT

M - 91 visual description. Red hull, Pennant number B1. Unbroken deck line. Two superstructures with well deck in between with crane. Helo deck aft of second super structure, which must be a hangar. No helo on deck. Both superstructures White Large Red Cross on after White Superstructure. Very short focsle.

~~SECRET~~

B-78

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UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

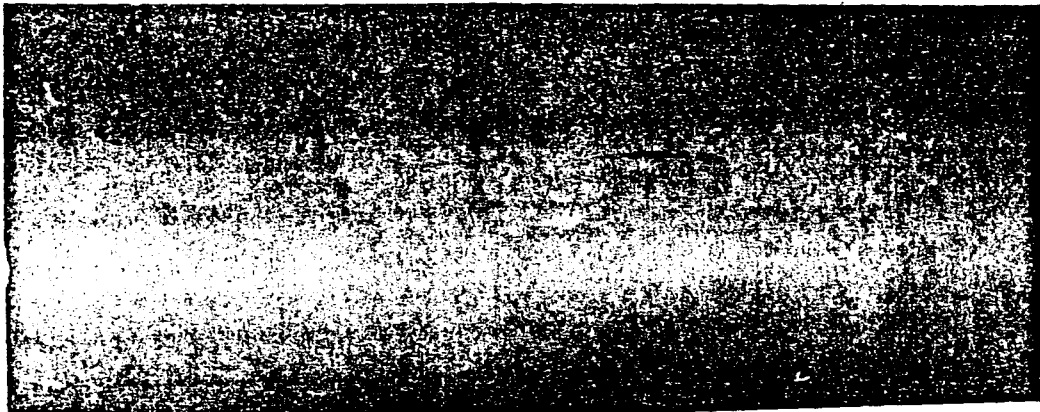
1145 Taking photograph of M - 91  
Nothing else visual

1148 C/D 260

1149 END EVENT 0401  
CO END OF EVENT SUMMARY

M - 91 believed to be the BAHIA PARAISO being used as a hospital ship.

Intelligence gained a. TPK 11.3  
b. Pennant number B1



1153 B - 080 - S92 )  
B - 099 - S93 ) All sector contacts, no classification  
B - 080 - S94 )

1156 C/D PD C/S 6  
B - 098 Smoke. Equates S 93

1202 Warner clearance. No Rackets  
M - 91 has a helo ranged on deck, possibly Jet Ranger type

1206 M - 91 only contact held sonar. All others have faded

1214 E 99 No bearing PW1.1 PRF 432 No ARP - No classification  
but not airborne

1218 B - 070 Aircraft far - Possibly 707 - commercial airliner type  
of plane  
B - 090 S93 regained

1221 B - 095 S 93.2 X 3 80 revs - Possibly a Sumner Class Destroyer?

1230 S - 93 faded

~~UK EYES 'B'~~

B-79

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

234 B - 084 R - 8 kyds Helo in sight

CO COMMENT

I have seen the Hospital Ship and her helicopter a fixed wing aircraft probably a 707 and smoke from S93. This could well be an SAR operation, but the position is 40 NM 140 from where I attacked the BELGRANO.

The 707 appears to be flying a N/S race track 15 NM to the SE of me

235 Weather Wind: Light airs Vis 7 NM  
Seastate 1 from 248 SSS 2  
Cloud 55%

243 C/D 260 C/C 090

228 M - 91 FCS (Average) 112/9 kyds 110/15 AOB 178 Port

232 C/D PD

240 B - 070 Aircraft R - 10 kyds  
C/D 260244 B - 098 S92 2 X 3 100 revs Possible Warship  
Intend to return to PD to identify S 92251 START EVENT 0402 - IDENTIFY S92 POSSIBLE WARSHIPCO COMMENT

In position 55 45.7S 60 20W, I believe S92 is one of the Destroyers (MO3/MO5) and that she is involved in SAR Operations with the BAHIA PARAI SO Intention is to close, return to periscope depth and identify her visually

256 M 91 B - 105, blanking S92, possibly S92 has stopped or altered course  
There are no transmissions

01 B - 092 S92 2 X 3 92 revs - warship  
B - 092 S93 ? X 4 144 revs - possibly TUG

CO COMMENT

I now have a second contact on S 92's bearing - this is possibly the Tug GURRUCHAGA that is a part of TG 79.3

213 S92 FCS (Poor) 113/7 kyds 110/6 AOB 177 Port

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASS/NFM

UK EYES 'B'

428 C/D PD C/S 6  
 S - 92 B - 118 R - 10 kyds SUMNER CLASS DD  
 S - 93 B - 098 R - 10 kyds Masts and smoke (Tug?)  
 M - 91 B - 078 R - 7 kyds BAHIA PARAISO  
 707 aircraft also visual

CO COMMENT

The smoke to the left and beyond S 93 could well be the Second Destroyer

435 C/D 260 C/S 10 C/C 350

439 END EVENT 0402

CO END OF EVENT SUMMARY

Returned to PD and identified S 92 as a SUMNER Class DD. It is apparent that a full scale SAR operation was being conducted for the survivors of the G BELGRANO

507 C/S 21 C/C 005 - Heading for TEZ

CO COMMENT

1. Identified M91 as the BAHIA PARAISO Hospital Ship at Sunrise. She then altered course to NE and launched a small helicopter to join the 707 type aircraft in what appeared to be a search. Closed search area to see who was there. Final look showed:

A/C - 707 type  
 SUMNER Class DD  
 Masts that looked like PC GURRUCHAGA  
 Hospital ship and her Helicopter

2. Ships were searching slowly East and A/C on a race track N/S. They are obviously conducting a DATUM search. Set from BELGRANO position (now confirmed sunk in COR 193) is 140-1 knot. COR 194 does not allow me to attack warships involved in SAR operations (quite rightly).

3. Intentions - Open to North at 20 knots. BELGRANO DATUM is being searched by 8 aircraft (COR 193), so I shall give it a wide berth this time. Aim is to go to Position 55S 60 10W on edge of TEZ, take routine and then track WNW looking for Trade.

5 C/D PD C/S 5 Send SITREP, Routine. Fix and Domestics

5 Received COR 191 - SHEFFIELD Sitrep  
 COR 197 - Remain out of DOG 3Q - NGS Ops  
 COR 199 - Protect SHEFFIELD from DD's  
 C/D 260 C/S 21 C/C 080

~~SECRET~~

B-81

UK EYES 'B'

UNCLASS/NFM



~~SECRET~~

UK BYES 'B'

UNCLASS/NPM

CO COMMENT

SHEFFIELD position from P STANLEY garbled in COR 199. Sent a query on channel 5 and received reply on HF within 15 minutes. Intend transitting fast East to edge of area, hopefully to get between SHEFFIELD and DD's

Position 54 49 S 60 03 W

Weather: Wind - light airs  
 Sea State - 1 from 330  
 Cloud - 100%  
 Visibility - 4 nm  
 SSS 3-4  
 Very calm

SVP: 020 - 4850  
 200 - 4850

Sunset

In intercept position , C/S 4 C/C 235 for search

C/S 21 C/C 070 No contacts, off to set up a patrol line across most likely approach route of the DDs.

C/S 4 C/C 290 On the patrol line

CO COMMENT

I have arrived at the SE edge of my Patrol Line and after a careful CSA found no contacts. Since we have a leak (steam?) in the RC, I have decided that now is a good time to conduct a RC entry. Doing just that.

Scrammed for RC entry

CO COMMENT

Steam leak found on starboard SG inboard handhole cover. At first glance this is unrepairable

C/S 8 Continue search on patrol line

CO DAILY SUMMARY

Spent the morning sitting underneath a M/V to see where it was going. At sunrise, came up to PD to identify it as an Argentinian vessel, probably some form of oil-rig/Antarctic support craft which is now a Hospital Ship - Red Cross on the side. From my intelligence signals, it must be BAHIA PARAISO

~~SECRET~~

UNCLASS/NPM

B-82

UK BYES 'B'

~~SECRET~~

UNCLASS/MPM

~~UK EYES 'B'~~

Established that it, plus the Tug and at least one DD, probably two, were conducting a Datum Search supported by an aircraft and the Hospital Ship's helicopter. Assessed they were looking for survivors and therefore withdrew to the North with the intention of searching along the TEZ boundary. However, while at PD at 1900 - 2000, received COR 199 instructing me to cover SHEFFIELD from attack by the two SUMNER Class DDs. Therefore headed East to set up an ASV Patrol on Eastern Edge of my Area and TEZ.

At 2330 conducted a successful RC entry to discover a steam leak on the starboard SG inboard handhole cover - the implications of which are still being considered.

WEDNESDAY 5 MAY 1982

0100 B - S/NE T - 09 380 Hz line very weak

0105 T - 09 faded

0241 C/D PD C/S 5. Routine, Fix, Domestics and Ventilate  
 Weather: Wind light airs Vis 2NM  
 Seastate 1 from 090 SSS 6  
 Cloud 100% SVP 060 - 4847  
 210 - 4846

0315 Ventilating

0415 Stop Ventilating  
 C/D 260 C/S 8.C/C 120  
 COR 196, 200, 201 received

CO COMMENT

Ventilated for one hour, close up with traffic, going deep for ASV patrol. Vis 3000 yds

0800 Position 54 41.7S 59 13.5W

0900 B - 234/006 T - 10 Either a slow diesel or blade rates indicating 220 rpm

0916 C/C 260 CSA and resolve ambiguity on T - 06

0935 T - 06 B - 230

0945 T - 06 faded

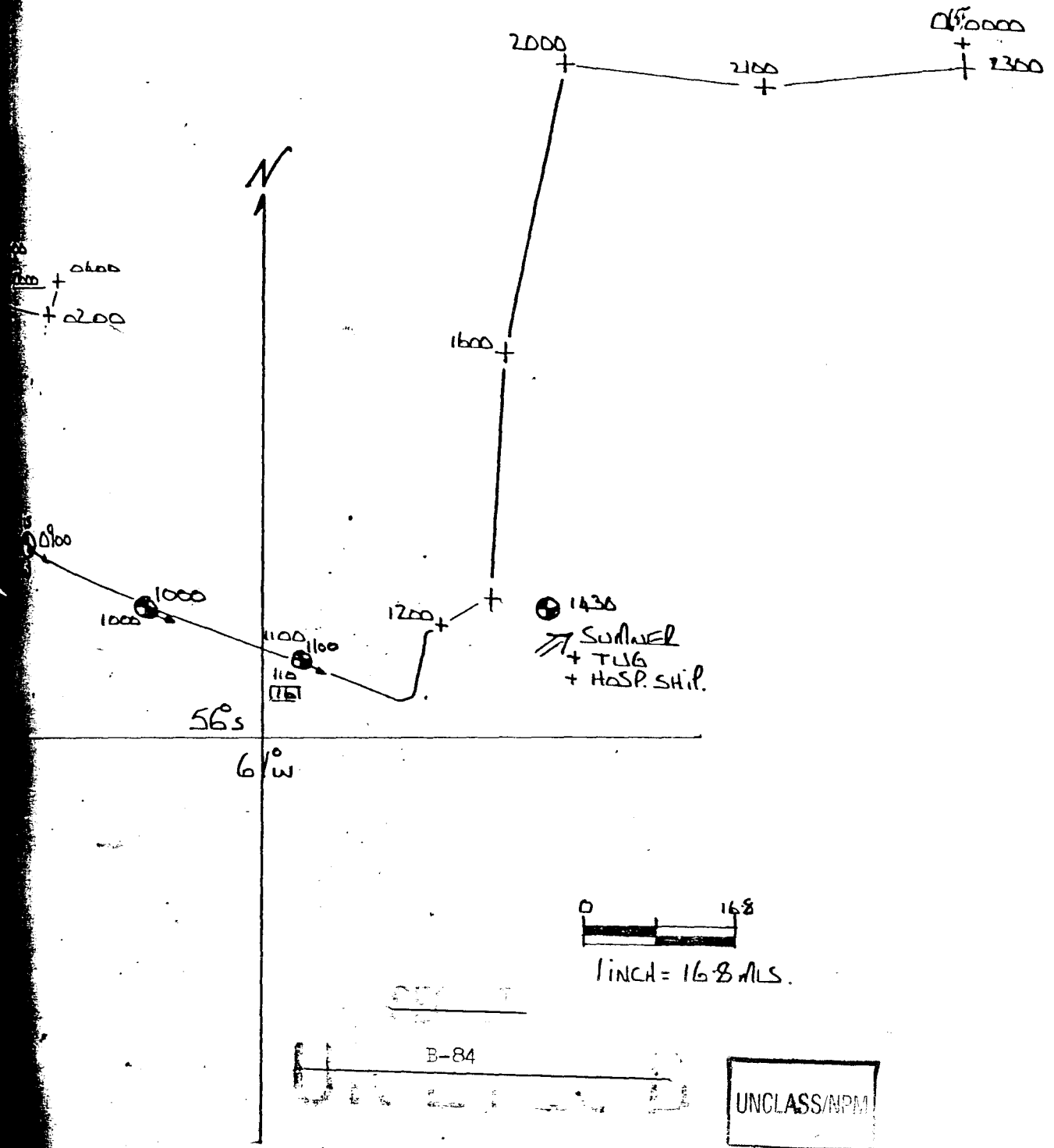
~~SECRET~~~~UK EYES 'B'~~

UNCLASS/MPM

04.0000<sup>z</sup> - 05.0000<sup>z</sup>

UNCLASS/NPM

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UNCLASS/NPM

~~UK EYES 'B'~~

1005 C/D PD C/S 5 Routine, Fix and Domestics

CO COMMENT

I have been at PD for 40 minutes trying to receive traffic. HF is no good. I believe SHEFFIELD is probably no longer worth covering therefore I am moving away and down to the SAR Datum looking for the DD's.

1045 C/D 260 C/S 8

1124 Sunrise

1135 C/C 320 SAC  
B - 220 S34 faint aural

1148 C/C 220 to close S34 C/S 12 (Maximum holding speed)

1155 B - 220 S 34 1 X 4 102 rpm

1240 CO COMMENT

I hold a contact, faint at 218 - closing at 12 knots, probably Non-warship

1325 CO COMMENT

Best estimate of range on S34 approximately 50 kyds as none of my ranging manoeuvres have had any effect on the bearing rate.

1346 B - 219 S - 34 is possibly 2 contacts on the bearing. 7.3 Hz diesel signature spacing is similar to M - 91's yesterday

CO COMMENT

From the GOP, these contacts could be in the search datum

1355 C/D PD C/S 6 for Routine and Fix

1455 CO COMMENT

Routine received COR 204 - Open Season again on the DD's, and two groupers of 325 and 750 each = FRUSTRATION.  
C/D 260 C/S 16

~~SECRET~~

~~B-85  
UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

1507 B - 214 S - 53 1 X 4 150 rpm, possibly small M/V

CO COMMENTS53 classified from gram as K - 91, Hospital Ship  
S34 DD and Tug1545 CO COMMENT

I think these contacts are approximately 20 kyds away - but they are still confused, making identification very difficult. Intention is close the range, return to PD and identify them.

1615 START EVENT 0501 - IDENTIFICATION OF S34 AND M91CO COMMENT

In position 55 09S 6032W. Having closed the datum from the North looking for the Destroyers, I have a confused sonar picture and need to return to PD to clarify what each contact is - in fact I think there may be more than one ship on S34's bearing.

1616 Possible transmissions heard on 185, right astern (B - 050)  
Possibly 12 Khz on Watcher, no bearing (Set a 6 dBs)CO COMMENT

If these are 12 kHz transmissions they would be from the SQS 30 in the DD's. However the best bearing on 185 is from M91 which I assess to be at a range of 5 kyds. If they did come from M91 they would be deflecting Watcher so I feel that they are either:

- a. Not transmissions or
- b. From the DD's who are far away and not held sonar

1630 M91 FCS (Average) 038/10 kyds 030/14 172 Stbd  
S34 FCS (Average) 257/17.5 kyds 240/14 162 Port  
C/D PD C/S 5

1635 At PD - Vis is only 3000 yds. Nothing Visual

~~SECRET~~

B-86

~~UK EYES 'B'~~

UNCLASSIFIED

~~SECRET~~

UNCLASS/NPM

~~UK BY S 'B'~~636 END EVENT 0501CO END OF EVENT SUMMARY

Believe M91 is a M/V - possibly doing 030 - 14 and making a lot of noise to be a Red Herring?

S - 34 I believe to be a Warship heading SW. Intend going deep and fast to overtake her. It was most frustrating to arrive at periscope depth and not be able to see either contact because of bad visibility.

637 C/D 300 C/S 18 C/C 290

715 CO COMMENT

1. Inspection of gram shows M 91 is not the Hospital Ship BAHIA PARAINO. Could possibly be the AO PUERTA ROSALES, shaft rate is very similar.

2. It has taken 3 $\frac{1}{2}$  hours to receive and then decrypt COR 202 - I wonder whether the person writing 'BAD JINGLES' would be so keen if he had to try and decrypt them. I regret my sense of humour does not stretch that far. However only my first sense of humour failure with my Controller!

745 M - 34 FCS (Poor) 294/30 kyds 320/14 AOB 154 Port  
Indicates possible 5 blades and looks more like a M/V now.1800 CO COMMENT

My 1630 thought that M34 was going SW was wrong. She is apparently heading for the Eastern edge of the Isla de Los Estados. The problem is not helped by the new sound room classification of Merchant Vessel instead of Warship. However I believe whoever it is is going fast (greater than 18 knots) as I am not sure I am closing and I am doing 23 knots. Intend running for a further hour and then reassessing the situation. Vis up top last time was only 3000 yds which does not help.

1907 M34 FCS (Average) 300/3 kyds 290/17 AOB 170 Port

1908 M - 34 B 300 - 1 X 4 108 rpm M/V  
S - 60 (Hindsight) 1 X 5 90 rpm M/VCO COMMENT

M - 34 now appears to be two contacts! I shall sort out both FCS and when happy, return to PD to identify them. I'm certain M34 is a M/V and I think S60 may well be a side lobe.

~~SECRET~~~~UK BY S 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

1910 M - 34 on top  
 1918 C/C 180 to look for S - 60 astern  
 No contact  
 1921 C/C 320 to look for S - 60 to the North of me - Nothing  
 1930 C/D PD C/S 6  
 M34 FCS(Good) 302/2.5 kysd 270/14 AOB 145 Port

CO COMMENT

M - 34 Modern supertanker fully laden  
 White superstructure right aft, black hull  
 2 King Posts  $\frac{2}{3}$  from bow  
 Operating her radar  
 Up sun so could not see her name  
 Visibility is now 12 NM!

1943 Warner clearance  
 B - 272 E - 62 I Band (M - 34)  
 B - 310 E - 63 E/F Band Nothing visual that bearing  
 B - 272 E - 62 I Band COMNAV E - 63 is a side lobe

2000 Position 55 05.3S 61.22W  
 Weather Wind 5 knots from 000 Vis 12 NM  
 Seastate 1 from 000 SSS 3  
 Cloud .20% SVP 020 - 4850  
 200 - 4850

CO COMMENT

Will remain at PD for routine and fix.  
 M34 was a modern tanker with 1 X 5 and a TPK of 5  
 Her modern screw made her sound like a warship

2008 C/D 260  
 2033 Sunset  
 2148 C/D PD C/S 5 Routine and Fix  
 2157 C/D 260 C/S 21 C/C 330

CO COMMENT

Heading to a patrol line inside TEZ between Isla de los ESTADOS  
 and BURDWOOD Bank

C/S 4 Start Search

~~SECRET~~

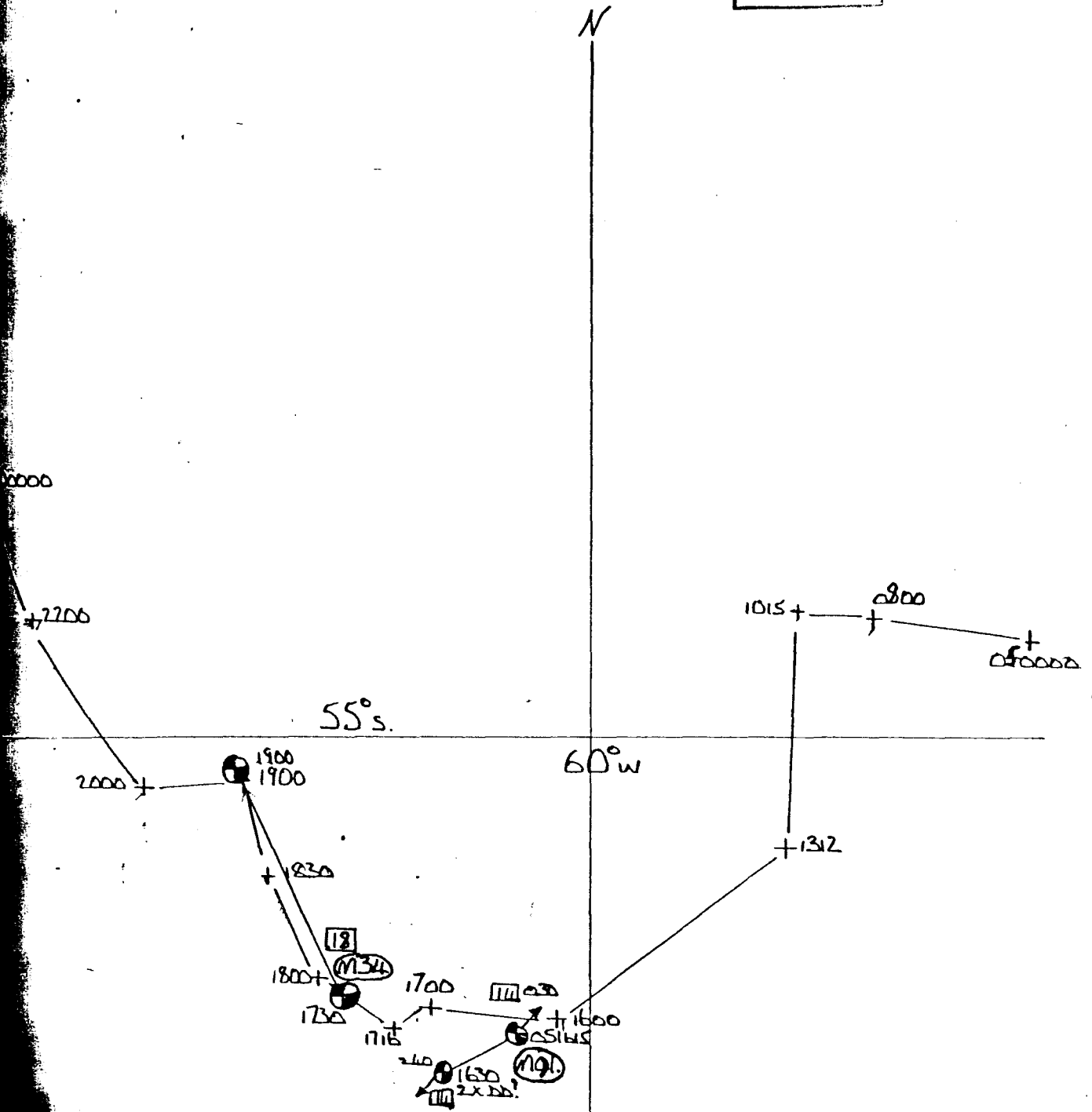
UNCLASS/NPM

B-88

~~UK EYES 'B'~~

050000 060000

UNCLASS/NPM



1 INCH = 16.8 MILES

UNCLASS/NPM

UNCLASS/NPM



~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

2328 B - 155 S01 17806 - 1793.8 unstable discreet frequency  
Investigating

2335 B - 151 S01 now held passive  
C/C 145 C/S 7 to close

2343 B - 149 S01 Faint aural - M/V

2349 C/D 200 C/S 3 - slowing down to catch a trim prior to RC Entry

CO DAILY SUMMARY

Ventilated for one hour overnight to save 02 Candles. At 1455 I received COR 204 which allowed me to attack DD's again. I had already been moving down to the SAR position. Holding one or more contacts to SW I was closing fast when at 1600 one contact started to move right. From then until returning to PD at 1937 I was confused. I ran after the contacts going West as sonar initially thought there to be a warship there. Return to PD showed there to be one Tanker. I hope the warships did not proceed to the NE with M - 91 at 1600. The evening was spent moving up to the western edge of BURDWOOD Bank to continue search.

THURSDAY 6 MAY 1982

0016 Scrammed for RC Entry

0050 Reactor Critical

CO COMMENT

Second Reactor entry. This time to attempt to divert the water leaking from the handhole cover away from the Primary Coolant lagging. Successful we believe.

0105 C/D 280 Continue ASV Patrol

0215 C/D PD C/S 5 Routine, Fix, Domestics and ventilate

Weather Wind: Light airs                      Vis 8 NM  
Seastate 2 from 050                      SSS 3  
Cloud 45%

030 Long grouper coming in on HF

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

0301 B - 050 E - 62 Dangerous: ANAPS 20  
 Stop Ventilating C/D 260 C/S 20 C/C 324

CO COMMENT

1. Racket came straight up as dangerous. Went deep but believe he was on surface search rather than ASW. However as I was ventilating I am clearing the area at speed for 1 hour.

2. Heading north in response to garbled COR 205/206. Something brewing up there?

COR 205 - Reports that BOUCHARD may be at or en route to USHVAIA to recover from storm damage - not that we have been in a storm. BUENO may be enroute there with condenser problems. I can't reach them and furthermore they are no longer an immediate threat to TG 317.8: I hope we meet again!

0800 Position 53 37.4S 62.23.1W  
 SSS 4 SVP 020 - 4860  
 200 - 4860

0908 C/D PD C/S 5 Routine, Fix, Domestics and ventilate

0922 Ventilating

1028 Stop ventilating

CO COMMENT

Ventilated for 1 hour. CSA and then off to Western Edge of TEZ to continue ASV Patrol

1040 C/D 260 C/S 19 C/C 285

1127 Sunrise

1535 C/D PD C/S 5 Routine, Fix and Domestics  
 Weather: Wind force 2 from N Vis 5NM  
 Seastate 1 from N SSS 4 - 5  
 Cloud 100% SVP 020 - 4851  
 220 - 4854

1532 C/D 200 C/S4 Continue ASV Patrol

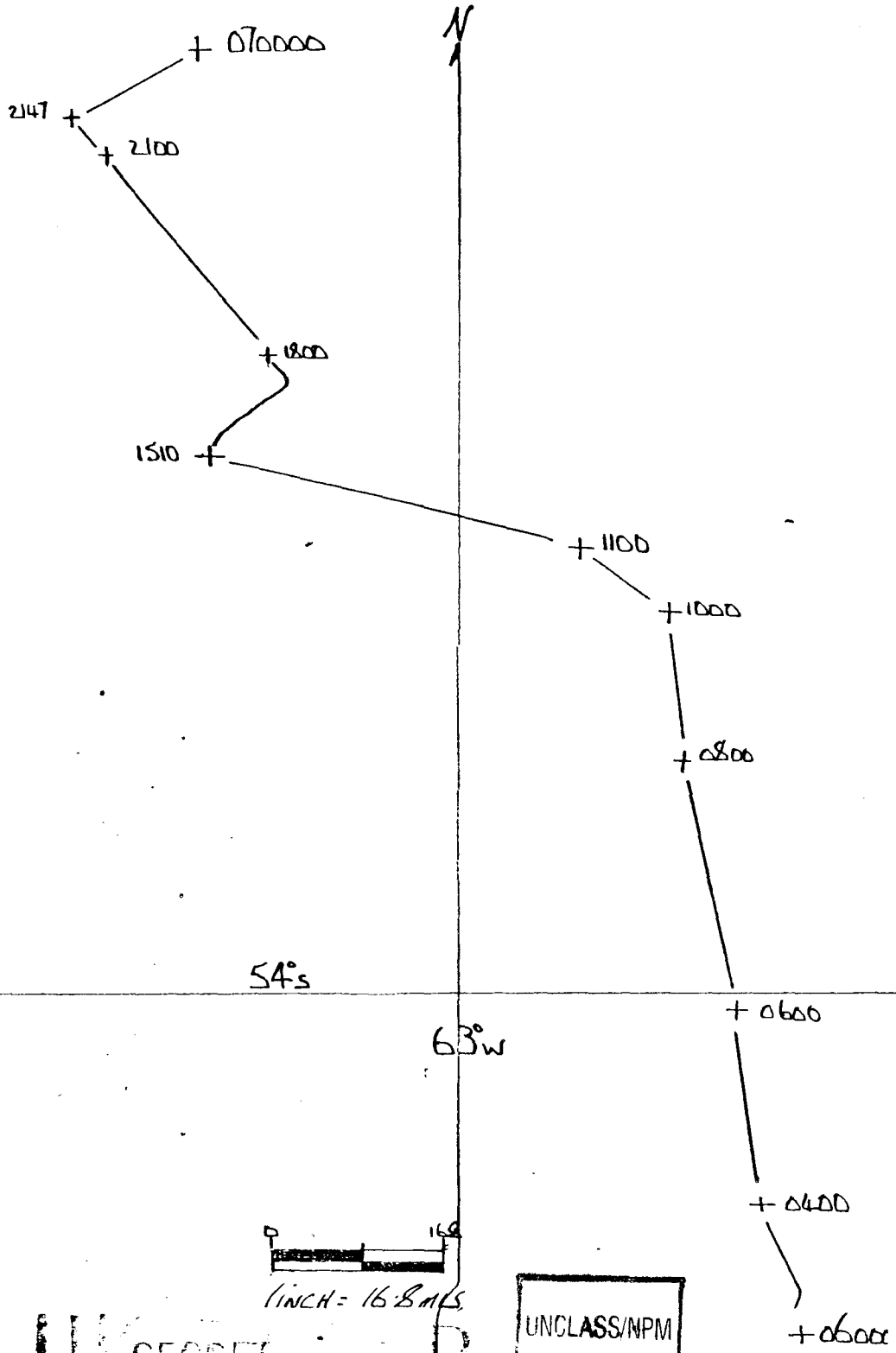
~~SECRET~~  
B-91~~UK EYES 'B'~~

UNCLASS/NPM

01 273

~~SECRET~~  
060000Z - 070000Z

UNCLASS/NPM



UNCLASS/NPM

~~SECRET~~

~~SECRET~~UK EYES 'B'

UNCLASS/NPM

1740. C/S 11 C/C 320 Heading NW to continue patrol  
 2000 Position 52 44.3S 63 46.4W  
 2046 Sunset  
 2128 C/D PD C/S 5 Routine, Fix, Domestic and ventilate  
 2145 Ventilating  
 2245 Stop ventilating  
 2310 C/D 260 C/S 11

CO COMMENT

On going deep we cavitated at 260 feet and 11 knots. This is shaft related. Investigation found no internal cause. Possibly interaction between shaft/tow staff which has been heard before. It is made more evident by low SSS. Assessment suggests it is more a shaft rub than cavitation and comes in at 65 revs.

2350 C/D 280 C/S 9 C/C 065 Continue ASV Patrol

CO DAILY SUMMARY

A quiet day searching my area making towards the NW looking for trade

FRIDAY 7 MAY 1982

0054 B 237/263 T -12. 263 Hz gearing line.  
 0103 C/C 350 to resolve ambiguity  
 0118 B - 263 T - 12 Ambiguity resolved

CO COMMENT

This line is a very weak and somewhat unstable gearing line

0346	C/D PD C/S 5 Fix and Routine	Vis	6NM
	Weather	Wind: Light airs	SSS 3
		Seastate 1 from 035	SVP 020 - 4856
		Cloud 70%	100 - 4865
			220 - 4864
			340 - 4860

~~SECRET~~

B-93

UK EYES 'B'

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~0459 C/D 260CO COMMENT

Have spent 1 hour at PD receiving traffic. Am close up on BILAT but there is a grouper coming through on HF. Reception is ZBZ 2 and from the DTG, this signal must be COR 219 - Not vital for me. Going deep to continue the search

0800 Position 51 51.7S 62 52.3W  
 SSS 1 - 2 SVP 020 - 4873  
 200 - 4875

0857 C/D PD C/S 5 Routine, Fix, Domestic and Ventilate1005 C/D 260 C/S 9 C/C 035CO COMMENT

Completed my hours ventilation and received all traffic. Intend searching to NE which will cover the West of the Islands.

1128 Sunrise

1526 C/D PD C/S 5 Routine and fix  
 Weather - Wind 10 knots from 090 Vis 7.5NM  
 Seastate 1 from 090 SSS 3  
 Cloud 100%

1554 START EVENT 0701 - PROBABLE COUNTER DETECTION BY AIRCRAFTCO COMMENT

In position 51 23.7S 62 14.7W at PD taking my routine with the Search Periscope and Warner mast raised. Sea and swell were slight and the visibility was 15000 yards. I had been at PD for 30 minutes.

1554 $\frac{1}{2}$  B - 050 R - 2kyds Aircraft (Possible NEPTUNE)  
 Visual: flying SSW  
 B - 330 E 53 I Band 1/10 PRF 951 PW 0.9 ARP 2.4  
 C/D 600 C/S 21 C/C 090 (magnetic East)

ACTION STATIONS, Shut off for Attack and Counter Attack

OOW COMMENT

Aircraft was very low and flying almost parallel to own course. Weapon load, state of bomb doors were not observed. Visual identification - possible NEPTUNE/CANBERRA  
 E - 53 classification a. (978 (YARMOUTH) - ?!)  
 b. Out of parameter 1. ANAPN 59 - C130 HERCULES  
 2. AIDA2 - MIRAGE  
 c. It could not have been an ANAPS 20

~~SECRET~~

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

1556 Aircraft trace on towed array

CO COMMENT

Aircraft has overflown me

1559 B - Port Quarter, on watcher and passive. Fast moving contact.

CO COMMENT

Possible Torpedo dropped by aircraft

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

CO COMMENT

XX  
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX  
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

1613 XXX

CO COMMENT

Immediate threat has passed. Staying at the same speed but removing the Battleshort and Trips override  
XX

1615 END EVENT 0701  
CO END OF EVENT SUMMARY

Had just received a FLASH (COR 224) saying a NEPTUNE was in the area. OOW saw an aircraft close and low, flying up the Port Side, not flying in. Went deep and went to Action Stations, Shut off for Attack and Counterattack. At the same time E - 53 was reported by WARNER. Shortly afterwards aircraft trace was seen on towed array, followed by fast-moving contact on Port side on Watcher.

My assessment was that we had been 'bounced' by a NEPTUNE, who might have dropped a Torpedo. Went Full Ahead to evade to the South.

Full Ahead was used to prevent a possible scam if Torpedo had detonated close to submarine. The Battle Short was made for 14 minutes.

In retrospect, although overflown by an aircraft (NEPTUNE?) and therefore probably counter detected - Racket was not ANAPS 20  
- WATCHER Contact was not a torpedo

~~SECRET~~

~~UK EYES 'B'~~

UNCLASSIFIED

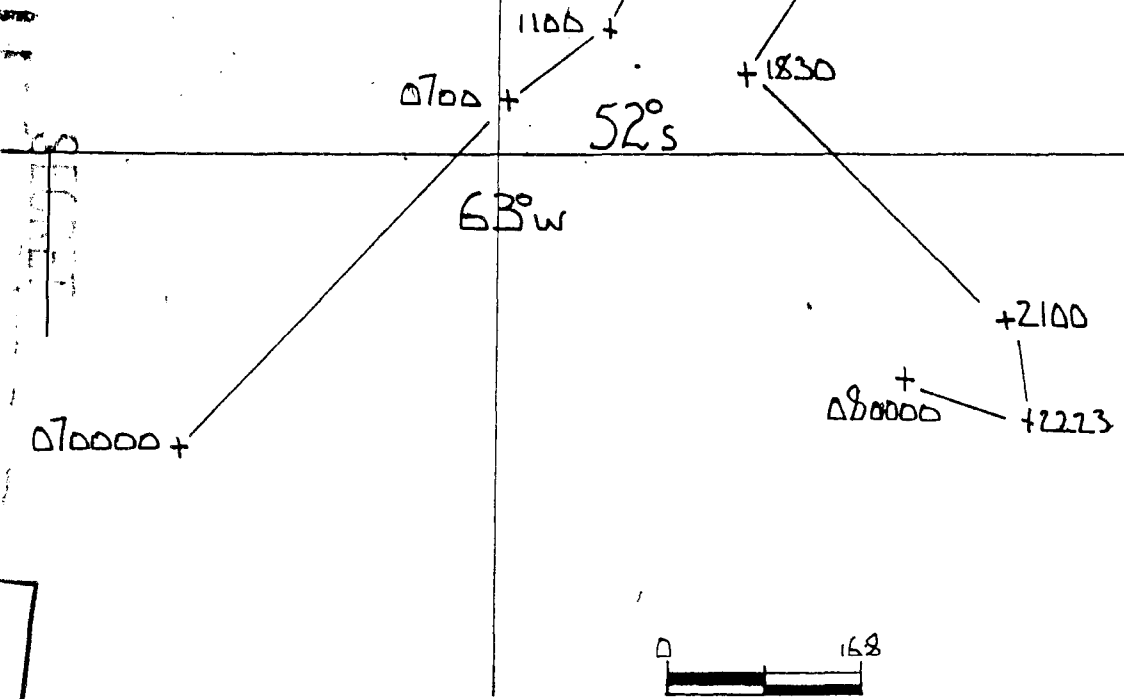


010000 - 020000

1544 NEPTUNE ALC  
1544 SIGHTED.

FALKLAND IS.

UNCLASSIFIED  
SECRET  
UNCLASSIFIED  
UNCLASSIFIED



SECRET  
UNCLASSIFIED





~~SECRET~~

~~080000Z - 090000Z~~

UNCLASS/NPM

090000Z + 2300

+ 2100

+ 1800

+ 1521

+ 1300

+ 1200

+ 0900

+ 0600

+ 080000

52°S

62°W

FALKLAND IS.



1 INCH = 16.8 MILES

~~SECRET~~

B-99

UNCLASS/NPM

~~080000Z - 090000Z~~

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

1640 C/D 200 C/S 10 C/C 000

2000 Position 51 05S 63 15.5W

2041 Sunset

2117 C/D PD C/S 5 Routine, Fix and Domestics, Ventilate

2119 Too light to ventilate

2220 Ventilating (dark now)

2250 Stop ventilating. C/D 300 C/S 10 C/C 260 (Magnetic West)  
Possible aircraft marking on towed array (71 down to 64 Hz)

2256 C/S 5

2300 C/D 200 C/S 11

2307 C/D 380 - line regained on towed array; all beams (72 down to 63 Hz)  
Depth of water 500 feet

2310 CO COMMENT

Two possible solutions:-

1. MPA on ASW Patrol detected us on JEZ and descended low to localise by MAD
2. 2 X Aircraft on low level flight to FI to deliver stores

However:-

- a. Are they that good? - No torpedo drop, why not?
- b. No report on our last encounter. Good intelligence has not suggested any ASW activity in my area.
- c. Intelligence reports that aircraft are blockade running to the FI's and we are on the direct route from CABO BLANCO area.

Conclusion - 2 - most probable, 1 - most dangerous

2340 CSA - line not regained

CO COMMENT

*Intend moving away to West to continue ASV Ops. Now in shallow water (470 feet) in falling Sonar Sea State (4 at present)*

C/D 260

CO DAILY SUMMARY

A very quiet day with no activity except for our over flight above.

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASS/MPM

~~UK EYES 'B'~~SUNDAY 9 MAY 19820114 T - 13 B - 290/070 Diesel signature with 365 Hz spacing0118 T - 13 faded0135 T - 13 regained0140 C/S 8 C/C 230 to resolve bearing ambiguity on T - 130150 T - 13 B 300 Faded0315 C/D PD C/S 5 Fix, Routine, Equalise Vacuum

Weather:	Wind 10 knots from 045	Vis 3 NM
	Seastate 2 from 045	SSS 5
	Cloud 100%	SVP 020 - 4866
		090 - 4868
		180 - 4869
		260 - 4869

0355 C/D 260 C/C 180CO COMMENT

No traffic for me (- it is Sunday morning!)

0800 Position 51 40 N 63 45.3W  
SSS 6+0908 C/D PD C/S 5 Routine, Fix, Domestic and Ventilate0915 Start Ventilating1003 Stop Ventilating1016 C/D 200CO COMMENT

COR 237 received - My request for short groupers noted.

1129 Sunrise

1305 C/D PD C/S 5 Routine, Fix and ESM Search  
Weather unchanged  
SSS 3 - 4  
SVP 020 - 4857  
100 - 4860  
150 - 4860

~~SECRET~~

UNCLASS/MPM

~~UK EYES 'B'~~

B-101

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~1310 CO COMMENT

Intend staying at PD for 1 hour for ESM Search, but I think deep gives greater sonar coverage

1330 CO COMMENT

COR 239 received ordering me to shift area to North of FI to get between CVA and our own surface forces - Distance is 430 NM

1410 C/D 240 C/S 17 C/C 0052000 Position 50 00.5S 62 55.8W2147 Sunset

2114 B - 280 S - 56 2 pens HF  
Very fast left Bearing Rate

2117 C/C 240 - Look for S - 562121 3 X Tx's Position 13 Scale 10. No contacts

2122 B - 235 S - 57 2 pens HF  
Very fast right bearing rate

2125 C/C 2702127 3 X Txs Position 13 Scale 10 - No contacts2129 C/C 0302135 3 X Txs Position 13 Scale 10 - No contacts2136 C/D 2502145 C/S 15 C/C 040CO COMMENT

I do not think either S.56 or S - 57 were submarines. Intend clearing datum (49 48S 62 38W) for one hour before I return to PD to be absolutely safe.

2301 C/D PD C/S 5 Routine, Fix, Domestic and ventilate  
Weather - too dark  
SSS 3 - 4

SVP 060 - 4861

180 - 4863

220 - 4865

B-102

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~  
HK EYES 'B'

UNCLASS/NPM

2359      CO DAILY SUMMARY

A quiet morning searching my area until 1300 when COR 239 told me to shift area 430 NM to the North to replace Point Two who is withdrawing for defect rectification. Second half of today spent transitting North with the only excitement being the S - 56 at 2114.

MONDAY 10 MAY 19820005      Stop ventilating0035      C/D 260 C/S 21 C/C 0600800      Position 47 46S 59 47.5W0827      C/D PD C/S 5 C/C N Routine, Fix, Domestic and Ventilate

Weather:	Wind: 15 knots, no direction	Vis 2NM
	Seastate 2, no direction	SSS 5
	Cloud 100 %	SVP 020 - 4867
		130 - 4865
		300 - 4855

0845      CO COMMENT

I have a Loud interference on I Band WARNER  
I will only be able to detect I Band Rackets aurally;  
ie I cannot hear a TRACKER's ANAPS 88 until it is dangerous  
Intention is not to ventilate until the WARNER problem is resolved

0935      C/D 300 C/S 21 - Head for Patrol area

1111      Sunrise

1125      B - 320 S - 62 Passive Contact  
C/S 20 C/C 310 to close

1300      B - 322 S - 62 Range greater than 50 kyds

1400      B - 314 S - 62 Faint trawl noise

CO COMMENT

S - 62 could be part of the Soviet/Warsaw Pact fishing fleet known to be in this area. However, ARG Warships could use them for disguise. Intend investigating.

1445	B - 309	S - 62	1 X 3	220 rpm	F/V
	B - 327	S - 73	1 X 4	150 rpm	F/V
	B - 306	S - 74	}	not on sector	
	B - 320	S - 75			

~~SECRET~~

UNCLASS/NPM

090000Z - 100000Z

~~SECRET~~

~~UNCLASSIFIED~~

UNCLASSIFIED  
+100000

EX. DIR. 2121  
+2100

+2200

+1900

090000Z

+1700

51°S

63°W

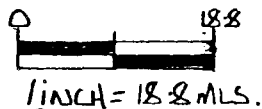
0600Z

+1500

+1420

+1200

FALKLAND IS.



UNCLASSIFIED

~~SECRET~~  
~~UNCLASSIFIED~~

B-104

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

1540 C/D PD C/S 5 - Identify S - 62  
Nothing visual  
Weather Wind Light Airs Vis 4 NM  
Seastate 0 SSS 4  
Cloud 100 % SVP 020 - 4882  
080 - 4873  
190 - 4874  
250 - 4867

1547 B - 340 E - 79 DANGEROUS I BAND - Same bearing as S - 76

1600 B - 280 E - 82 I Band. Decca Navigation Radar

1615 Fishing Fleet now visual, closest one at 6000 yds  
1 Factory/Refrigerator ship and 8 trawlers (Various designs)  
No Warships

1616 COR 252 Received. Position signalled as ordered

CO COMMENT

1. Sonar contact eventually classified visually as at least 11 Warsaw Pact Deep Sea Trawlers. No Warships in amongst them. Detection range (back plotting) was 140 Kyds.
2. Sent my position in response to COR 252 since CTG 317.8 want water south of 50°S for attacks on ARGs. Sent a flash as I am well to the North.
3. Intend going deep and fast ENE to my new patrol area.

1645 C/D 300 C/S 21 C/C 070

2000 Position 46 13.3S 58 59.1W

2038 Sunset

2130 C/D PD C/S 5 Routine, Fix, Domestic and ventilate  
SSS 5 SVP 020 - 4867  
100 - 4865  
300 - 4862  
Signals received COR 254, 255, 256

2230 C/D 320 C/S 21 C/C 105

2359 CO DAILY SUMMARY

1. A quiet day. Diverted at 1213 to NW after a ship contact (S - 62) Classified as two Trawlers at 1400; but went on in to check no Warships in area and sighted at least 11 Warsaw Pact Stern Trawlers.
2. Received slightly corrupt signals sending me East to protect Amphibious Force. I believe that is the end of the action for us for a while.

~~SECRET~~~~UK EYES 'B'~~

UNCLASSIFIED



~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

3. Present problems - HF only partially readable and SSIKS has not been good for more than 18 hours - Have we a problem? Warner interference is intermittent.

TUESDAY 11 MAY 19820001 CO COMMENT

Fast passage to patrol in vicinity of 47S 54W

0257 C/D PD C/S 5 Routine, Fix and Domestic0413 C/D 300 C/S 21 C/C 1050420 CO COMMENT

Attempting to read Routines. HF trying, SSIKS reception non operational

0800 Position 46 48.3S 54 37.9W0905 C/D PD C/S 5 Routine, Fix and Ventilate

Weather:	Wind 15 knots from 340	Vis 4 NM
	Seastate 3 from 340	SSS 3 - 4
	Cloud 100 %	SVP 020 - 4907
		180 - 4907
		240 - 4890

1000 CO COMMENT

What service! Requested via SSIKS for a rerun of COR 258 on HF and it came through 20 minutes later. Intend remaining at PD conducting a visual and ESM search until after the 1200 routine. Am in my new search area.

108 B - 278/166 T - 14 Diesel signature, spacing 2.6 Hz. Possibly the Fishing Fleet to the West. Very faint.111 Sunrise  
T - 14 faded

C/D 260 C/S 4

CO COMMENT

Intend to patrol within 30 NM of 47S 54W at 260 feet.

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

100000<sup>2</sup> - 110000<sup>2</sup>

185

2300

~~SECRET~~

UNCLASS/NPM  
1900

~~UNCLASSIFIED~~

FLV<sup>S</sup>  
(W.P.)



10165<sup>2</sup>

+ 1607

1300+

+ 1200

48<sup>o</sup>S

+ 0706

60<sup>o</sup>W

+ 0400



1 INCH = 18.8 MLS.

~~SECRET~~

B-107

~~UNCLASSIFIED~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASSIFIED

1752 C/D PD Routine and Fix.

1815 CO COMMENT

No new traffic for me. HF reception good, but SSIIXS non operational.

1922 CD 260

2000 Position: 46 30.4S 54 58.3W  
Weather Wind 20 knots from 230  
Seastate 3 from 330  
Cloud 20 %Vis 5 NM  
SSS 5  
SVP 020 - 4925  
210 - 4930

2017 Sunset

2359 CO DAILY SUMMARY

Arrived in my new area (47S 54W) at 0900. Quiet day spent searching at slow speed. No contacts. The problems with SSIIXS are giving me cause for concern. At the moment I am receiving all my traffic HF.

WEDNESDAY 12 MAY 1982

0020 C/D PD C/S 4 Routine, Fix and Domestics

0025 Start ventilating

0038 Stopped ventilating - problem with upper supply fan

0105 C/D 250 C/S 6 C/C 190

CO COMMENT

Nine new signals, but only one for us - the rest are for VALIANT and ONYX!

SSIIXS reception non operational, HF good

As long as I get my signals somehow I shall not say anything

Intend continuing ASV patrol deep and repairing the upper supply fan

0708 C/D PD C/S 5 Routine, Fix and Ventilate

0714 Start Ventilating

T - 15 Broadband signature 6.6 Hz spacing - Diesel to the South of us?

~~SECRET~~~~UK EYES 'B'~~

B-108

UNCLASSIFIED

+110000

+0320

+0700

+2000

2200

+1400

+120000

0900

1025

47°s

56°w



1 inch = 18.8 MLS.

SECRET  
REF ID: A66310

SECRET  
REF ID: A66310

UNCLASSIFIED

UNCLASSIFIED

~~SECRET~~ UNCLASSIFIED~~UK EYES 'B'~~

0800 Position: 47 32S 54 54W Vis 4 NM  
 Weather Wind 20 knots from 290 SSS 6  
 Seastate 4 from 290 SVP 020 - 4908  
 Cloud 100% 150 - 4907  
 200 - 4895

0815 Stop ventilating

0907 C/D 260

CO COMMENT

Received COR 263 (Sitrep) 265 (Int)  
 Still no reception on SSIKS - there is obviously a problem  
 with the receiver. HF still good.  
 Intend taking 1500 routine and transmitting Sitrep then.

1051 Sunrise

1140 T - 16 faded

1255 T - 16 regained. Aft Beams

CO COMMENT

T - 16 could be the Warsaw Pack Fishing Fleet to the West or  
 British Merchant Vessels and RFA's to the South of me

1632 C/D PD C/S 5 Routine, Fix, Transmit Sitrep

1700 CO COMMENT

Received COR 266 which stated that ARG Surface Group may sortie  
 East against FEARLESS Group. Intend heading to the NE corner  
 of my area (120 NM NNE of me) to be close to intercepting  
 them if required.

1900 B 295/065 T - 17 at 150 Hz with 2.6Hz spacing - probably diesel

1906 C/C 220 to resolve ambiguity on T - 17

1915 B - 297 T - 17 Ambiguity resolved

CO COMMENT

Am still at PD trying to decrypt 3 groupers (COR 264, 267 and 268).  
 COR 267 eventually broken - to reveal only two lines of text that  
 were Top Secret. The rest could have been in plain language. This  
 is most frustrating. If I had been trying to make a fast SOA I  
 would be pushed to keep up with it.

~~SECRET~~  
B-110  
~~UK EYES 'B'~~

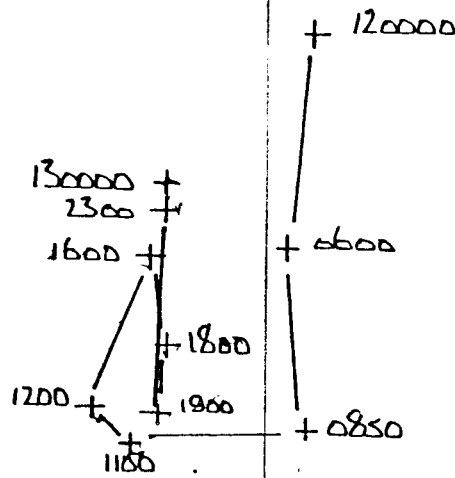
UNCLASSIFIED

120000<sup>2</sup> - 130000<sup>2</sup>

~~SECRET~~

UNCLASSIFIED

~~UNCLASSIFIED~~



48°

54°W



1 inch = 19.5 miles

~~SECRET~~

B-111

~~UNCLASSIFIED~~

UNCLASSIFIED

~~SECRET~~UK EYES 'B'

UNCLASSIFIED

1926 C/C 000 to close T - 17  
 1955 C/D 260 C/S 8  
 2000 Position 47 31.8S 54 16.4W  
 Weather Wind 15 knots from 270 Vis 5 NM  
 Seastate 2 from 270 SSS 4 - 5  
 Cloud 100%

2015 Sunset

2359 CO DAILY SUMMARY

Another quiet day with no contacts. My concern over my communications equipment remains the same.

THURSDAY 13 MAY 1982

0001 C/D PD C/S 6 Routine, Fix and Ventilate  
 T - 17 faded

0010 Start Ventilating

0025 T - 18 Low channel aft 11.6Hz spacing Diesel signature - very fuzzy

0110 Stop ventilating

0155 C/D 140 C/S 4 .

CO COMMENT

No reception SSIKS. Poor HF reception. Intend heading NNE at 140' keeping 2001 just above the layer. Will take the 0700 routine.

0702 C/D PD C/S 6 Routine, Domestic and Ventilate

0725 T - 19 same classification as T - 18. We only seem to get this at PD - could be OSN.

0748 C/C 120 to resolve bearing ambiguity of T - 19

0752 T - 19 faded  
 Traffic received COR 270, 272, 273

0800 Position 46 37.3S 53 50.5W  
 Weather Wind 10 knots from 300 Vis 3 NM  
 Seastate 3 from 300 SSS 3 - 4  
 Cloud 100%

0925 C/D 140

~~SECRET~~

B-112

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

UK EYES 'B'

1028 Sunrise

1502 C/D PD Routine, Fix

1650 CO COMMENT

Intend conducting a visual and ESM search until after the 1800 routine has been received

1828 C/D 200  
Traffic received COR 274, 275, 276, 277, 278

CO COMMENT

Glad to see SPLENDID is on her way back.

1855 B - 270 S - 76. Audible whine at 694 Hz, very unstable  
C/C 270 to point and establish a bearing rate

1945 S76 FCS (Poor) 262/24 kyds 070/10 AOB 10 starboard

1947 C/D 100 to penetrate layer to check intensity of S76

1955 B - 270 S - 76 Occasional flutter audible, from gram  
1 X 4 132 revs M/V.

CO COMMENT

I shall conduct a ranging manoeuvre. If S - 76 is at long range I shall sprint down the bearing to investigate

2000 Position 45 40.8S 53 47.4W  
C/S 12 C/C 180 Ranging Manoeuvre

2016 Sunset

2020 C/D 300 C/S 21 C/C 270

CO COMMENT

My ranging leg did not alter S - 76 bearing rate so the contact is at long range. Will sprint for 40 minutes.

2022 B - 287 S - 78. In/Out, blade flutter and whine audible

CO COMMENT

This could be S - 76, if it is, the range is a lot less than I thought  
FCS (Poor) 287/12 kyds 050/12 AOB 55 starboard

~~SECRET~~UK EYES 'B'

UNCLASSIFIED



~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~2025 CO COMMENT

S - 78 has suddenly 'broken' right so is obviously very close.  
Will refine the FCS and then go to PD for a look  
C/D 200 C/S 8

2030 S - 78 FCS (Average) 330/6.2 kyds 052/10 AOB 97 starboard

2049 C/D PD C/S 6 C/C 000 - look at S - 78

2045 B - 092 S - 78. Large M/V. Brightly illuminated upper decks.

CO COMMENT

Am right astern of S - 78. Will go deep and run up on her port  
side, then return to PD to check her type.  
FCS (Good) 092/4 kyds 085/16 175 Port

2046 C/D 260 C/S 21 C/C 080

2115 C/D PD C/S 6 - identification

CO COMMENT

S - 78 Medium sized tanker. Dark funnel with red band at the top  
- probably Russian. From LOP her MLA 085 16 knots  
TPK 8.25 (1 X 4)  
Initial contact range 44 kyds  
Will conduct a Warner check on S - 78 when she has opened out to  
8000 yds.

2140 B - 130 E - 81 I Band - DON 2. This is the same bearing as S - 78.

2359 CO DAILY SUMMARY

Another quiet day in my area, with the exception of S - 78 which  
provided a welcome change from "No contacts all sonar!"

FRIDAY 14 MAY 1982

0058 C/D PD Routine and fix.

CO COMMENT

COR 279 (ROE change) received 13 Mhz. It has taken me two hours to  
decode this grouper as HF reception is poor (13 MHz only frequency)  
and still no reception SSIXS.  
Intend taking routines frequently today, because this is the last  
day the CVA can break East against the Amphibious groups; tomorrow  
is too late.

~~SECRET~~~~UK EYES 'B'~~

UNCLASSIFIED

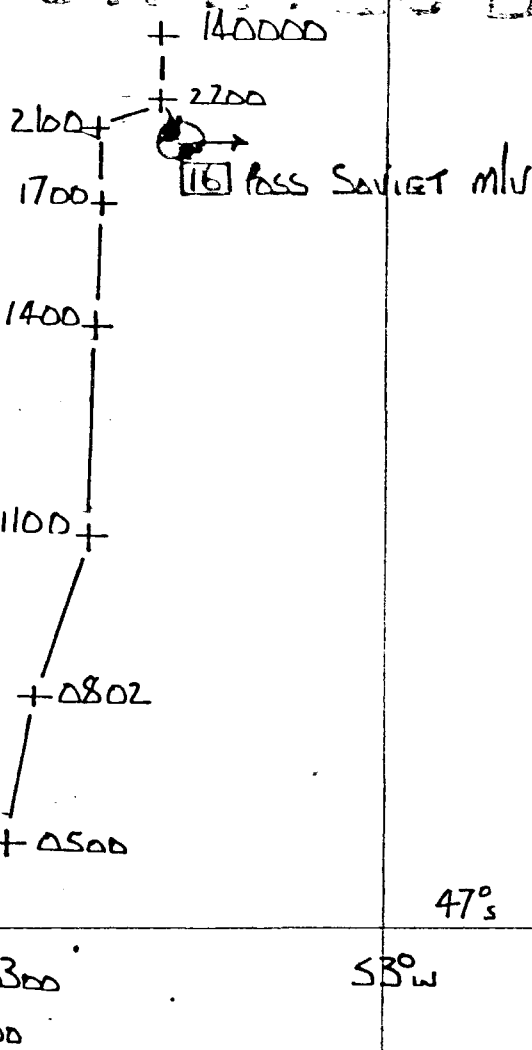
130000' - 140000'

~~SECRET~~

UNCLASSIFIED

N

U.S. ...



~~SECRET~~

B-115

UNCLASSIFIED

~~SECRET~~~~UK EYES 'B'~~

UNCLASS

0317 C/D 260

0725 C/D PD Routine, fix and ventilate

0731 Start ventilating

0800 Position 45 49S 53 30W  
 Weather Wind 25 knots from 280 Vis 10 NM  
 Seastate 3 - 4 from 280 SSS 5  
 Cloud 40% SVP 020 - 4922  
 140 - 4922  
 200 - 4860

0837 Stop ventilating  
 Received COR 280 ARG Forces disposition  
 COR 281 Area/Sitrep

0903 No new traffic

0910 C/D 260

1045 Sunrise

1059 Port TG shut down for steam leak repair

1120 B - 313 S - 20 Whine audible, possible ship contact

1126 Port TG back on line

1151 C/C 280 1936 range on S - 20

1154 CO COMMENT  
 Altering course across the bearing of S - 20 did not alter the bearing rate, so the range is very large

1158 C/D PD - Routine, Investigate bearing of S - 20  
 Nothing visual

1204 B - 325 S - 20 faded

1305 C/D 260

1454 C/D PD - Routine and fix

1815 CO COMMENT  
 COR 283, a long grouper, is proving difficult to decode because of poor HF reception. Nothing on SSIXS. Will go deep while patching a copy - returning to PD at 2000 for the last two runs if required.

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

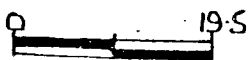
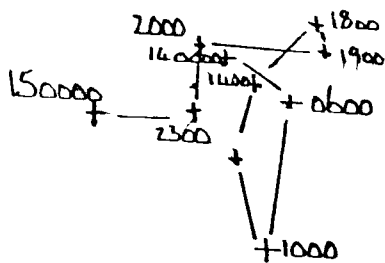
140000 - 150000

~~SECRET~~

UNCLASS//NF

~~UNCLASSIFIED~~

N



1 inch = 19.5 mls.

4/5

~~SECRET~~

UNCLASS//NF

~~UNCLASSIFIED~~

~~SECRET~~~~UK EYES 'B'~~

UNCLASSIFIED

2000 Position 45 31.3 S 53 34.5W

2007 C/D PD for reruns of COR 285  
 Weather Wind 25 knots from 270  
 Seastate 4 from 260  
 Cloud 50%

Vis 6NM  
 SSS 6+  
 SVP 020 - 4907  
 130 - 4907  
 200 - 4860

2015 Sunset

2135 CO COMMENT

Intend remaining at PD until I have decoded COR 287 - another grouper and then going deep to give the RS and his team a break!

2217 C/D 260

2359 CO DAILY SUMMARY

A quiet day.

SATURDAY 15 MAY 1982

0148 C/D PD Routine and fix  
 No new traffic

0225 C/D 260

0315 SINS Alarm

CO COMMENT

Brief loss of supplies to SINS caused a 50 knot EW speed error that necessitated a sea restart. I shall have to obtain 4 hourly fixes (ideally) for the next 48 hours to enable SINS corrections to be computed.

0725 C/D PD Routine, fix and ventilate

0735 Start ventilating

0800 Position 45 27.2S 54 10W  
 Weather Wind 30 knots from 270  
 Seastate 6 from 270  
 Cloud 60%

Vis 4 NM  
 SSS 6  
 SVP 020 4899  
 260 4895

0840 Stop ventilating

0935 C/D 260

Traffic received COR 288, 289, 290, 291

~~SECRET~~

UNCLASSIFIED

~~SECRET~~~~UK EYES 'B'~~

UNCLASSIFIED

0945 B - 255/105 T - 24. Diesel signature 11.5hz spacing  
C/C 140 to resolve bearing

1003 B - 255 T - 24

CO COMMENT

This spacing could fit Guppy or S209 and the signature appeared suddenly. Intend altering course to obtain a FCS and close range.

1048 Sunrise

1110 C/C 180 to steady bearing rate of T - 24

1135 T - 24 faded during the C/C and not regained

CO COMMENT

T - 24 was held as a diffuse signature for 90 minutes which makes it very unlikely that it was a submarine snorting.

1205 B 335/075 T - 25. Diesel signature 13.9 Hz spacing  
C/C 170 to resolve bearing

CO COMMENT

Our area appears to be filling up with diesel powered shipping!  
T - 25's is not a threat frequency.

B - 355 T - 25

1335 C/D PD Routine, fix, listen out for NIMROD

1340 Listening out for NIMROD - 10 minutes on each frequency

1355 B - 160 S - 16 Faint IN/OUT audible  
From gram 1 X 4 156 rpm

1406 C/C 140 to close S - 16

1550 C/D 260 C/S 15

CO COMMENT

No sign of the NIMROD. COR 292 is in. Going deep to close S - 16

1553 B 170. S - 16 Blade flutter, IN/OUT - M/V  
C/C 180 to steady bearing rate.

1610 B - 162 S - 16 faded. Will continue to run down the bearing to try to regain contact

1628 C/S 5 - Nothing heard on S - 16

~~SECRET~~

B-119

~~UK EYES 'B'~~

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

UK EYES 'B'

1634. C/D 180 to listen above the layer

CO COMMENT

Possible that S 16 was detected after CPA and has outrun me. Intend heading in a southerly direction making ground towards most likely area through which an ARG 'Breakout' would pass.

1716 T - 26 Broadband pattern. 11.4 hz spacing in low band. Could be T - 24 regained.

1725 C/C 270 to resolve bearing ambiguity

1734 B - 125. T - 26 Ambiguity resolved

1735 B - 110 S - 20 Audible ship contact 1 X 3 234 rpm IN/OUT - M/V

1740 C/S to C/C 080 to range on S - 20

1749 S - 20 FCS (poor) 105/18 kyds 070/15 AOB 160 Port

1845 CO COMMENT

S - 20 (classified M/V) is going East faster than us - not an interesting contact. Returning to patrol to West.

1852 C/D 260 C/S 15 C/C 240

2000 Position 46 12.1S 54 26.3W

2013 C/D PD Fix, Reruns of COR 293, 294, 295, 296

Weather.	Wind 20 knots from 210	Vis 5 NM
	Seastate 4 from 210	SSS 5
	Cloud 100%	SVP 020 - 4910
		140 - 4910
		190 - 4870

2016 Sunset

2312 C/D 200 C/C 220  
COR 294, 295, 296 received. Requested rerun 293.

CO COMMENT

1. Groupers are taking a long time to crack. COR 295 - Loses me Areas to the North in preparation for Point Four (VALIANT's) arrival. She is now on COR numbers, so that should ease the HF reception for me.

~~SECRET~~  
B-120UK EYES 'B'

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

2. Since the area is quiet, I am conducting a controlled SCRAM and RC entry to check out the previous work on the steam leak drainage catchment and to take some measurements for a plate to stop the leak.

2349CO DAILY SUMMARY

1. Again very quiet. Two possible ship contacts S - 16 and S - 20, - both classified as Merchant Ships. Unable to visually identify them.

2. COR 295 has restricted my areas in preparation for VALIANT to the North. I will be placed at "Centre Half" in the SSN Team and can therefore expect a very dull period ahead.

SUNDAY 16 MAY 1982

0220 B 155 S - 29. Possible hydroplane noise

0235 C/C 100 to put S - 29 in Broadcast Beams for Active Transmissions. Weapon Readiness State 1. Gyros running up blanking Sonar.

0250 B - 168 Possible 2 pens HF contact = S.29  
C/D 425 to investigate below layer

0255 S - 29 FCS (Poor) 172/4 kyds 026/6 AOB 34 Port

CO COMMENT

Only this possible plane noise held. Nothing on the Towed Array - so if it is a submarine, it is a conventional one. Worst solution puts me right under foot. Will conduct a retiring turn to put S29 on the opposite beam to open my DOT. It will also give me a ranging manoeuvre.

0256 C/C 225 C/S 6.

0309 C/D 200 (Layer depth 240') S - 29 appeared fainter below layer.

CO COMMENT

1. Options are that the contact might be:-
  - a. SSN - most unlikely since there are no other clues on any other sonar
  - b. SSK - *perhaps, but where has it come from?*
  - c. US - don't believe so now, although I did to start with
  - d. Bio - possible

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

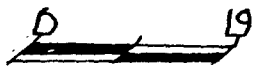
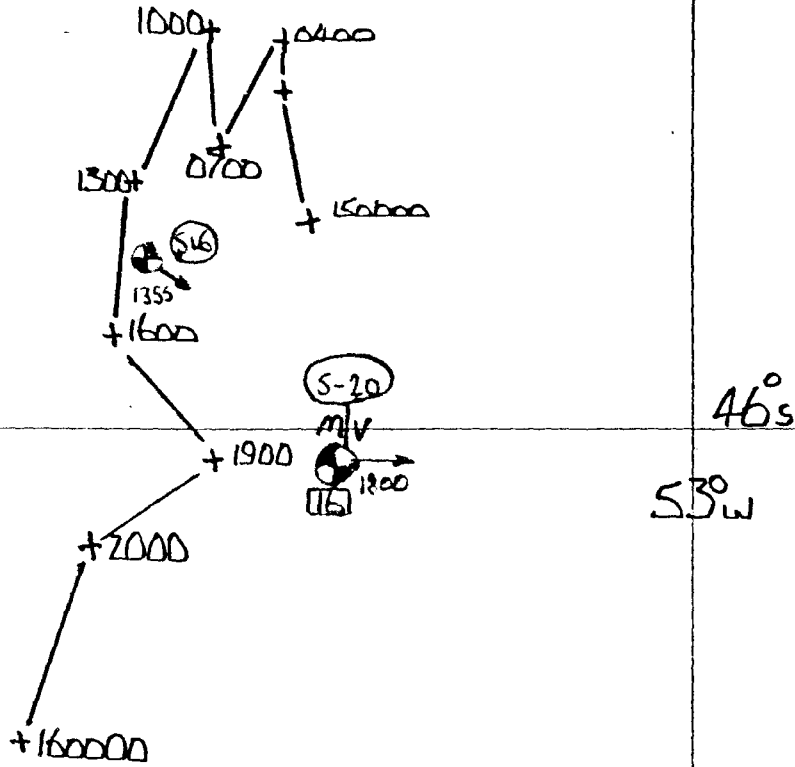


150000 - 160000

~~SECRET~~

UNCLASS/MPM

~~UNCLASSIFIED~~



1 inch = 19 nls

~~SECRET~~

UNCLASS/MPM

~~UNCLASSIFIED~~

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

2. The options that I have are:-
- a. stay here and monitor it while trying to range and track it
  - b. Go active - not yet
  - c. Close -- not too happy about doing this yet

Therefore intend remaining at slow speed in the layer,  
monitoring S - 29 and trying to get a better classification

0314 B - 170/280 49.6 and 50.1 Hz on array. Held for 4 minutes  
B - 172. S - 29.

CO COMMENT

This tonal could be S - 29 or us. Not held for long enough to investigate

0359 S - 29 not heard for 9 minutes  
C/D 260 C/S 7 C/C 195

CO COMMENT

Intend running down the bearing for up to 1 hour to see if I can close.

0410 B 113/277 50Hz line on array

CO COMMENT

This would indicate that the Tonal is from B - 277 and not associated with S - 29.

0436 C/S 10. S - 29 only occasionally audible. There is no pattern to the noise.

0445 C/C 110 to try and move the bearing of S - 29

0451 C/C 195. S - 29 not heard for 5 minutes.

0515 C/S 6 to listen for S - 29. Not heard for 24 minutes

0518 B - 183. S - 29 very faint  
C/C 210 to put S - 29 in good beams

CO COMMENT

S - 29 now sounds different and more complex. Possibly a number of tones audible. Getting louder.

0553 3 transmissions, Position 13 - No contacts.

~~SECRET~~~~UK EYES 'B'~~

UNCLASSIFIED

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

- 0600 C/C 280 to produce a left bearing movement on S - 29  
C/D 160 to listen above layer - no change
- 0612 C/D 425 to listen below layer - no change
- 0617 3 transmissions Position 13 - B - 216 R - 64 kys, Probable bottom
- 0625 C/D 260 C/S 15 C/C 000

CO FINAL COMMENT

Classification is not really based on very much except a "feeling in the water". The only thing it could be, if a submarine, is plane noise. There is no other characteristic on it on any sensor. Therefore not SSN and not SSK at PD, since no in/out, cavitation etc. If it is an SSK it is Deep; but course and speed of contact for four hours seems to have been about 190 - 9 knots, a little fast. In addition, intelligence would suggest no ARG SSK in area. Therefore Non Sub, but I know not what. Look forward to JAAC's thoughts on contact! Intend clearing area to the North before returning to PD.

0724 C/D PD Routine and fix.

0800 Position 46 48.7S 54 56.0W

Weather	Wind 15 knots from 270	Vis 5 NM
	Seastate 2 - 3 from 270	SSS 1 - 2
	Cloud 100%	SVP 020 - 4907
		150 - 4907
		190 - 4875

1020 Start ventilating

1053 Sunrise

1110 Stop ventilating. C/D 200 C/S 10 C/C N - clear SNORT Datum.  
Signals received COR 293 (rerun), 297, 298

1532 C/D PD Routine and fix

1730 Traffic received COR 299 - 302

CO COMMENT

This suggests that the CVA might be near RIO GRANDE - our old area !!

1732 B - 153. S 05 audible ship contact  
*cd 20 cd 120 to investigate*

B - 156 S - 05 - medium diesel M/V Very long range

B-124

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

2000 Position 46 29.4 S 55 44.9W  
 2015 Sunset  
 2100 C/D PD. Routine, Fix, domestics, ventilate and listen out for NIMROD on ASV search

Weather Wind 10 knots from 270 Vis 3 NM  
 Seastate 2 from 270 SS 1 - 2  
 Cloud 100% SVP 020 - 4890  
 170 - 4890

2315 Traffic received COR 303 - Area reallocation - I lose areas to East.  
 Send more Sitreps!

COR 304

ZID cleared

2316 C/D 200 C/S 6 C/C 270

CO COMMENT

No sign of NIMROD

2359 CO DAILY SUMMARY

1. Quiet day, - with the exception of S - 29 during the morning, there was nothing of interest. My final classification of that was non submarine, but I know not what.
2. We seem to have lost the CVA.
3. COR 303 has slightly bottled me up to the west to allow VALIANT south. Also it would appear that I am sending insufficient sitreps - but difficult to make something of nothing.

MONDAY 17 MAY 1982

0214 B - 050 S - 72. "Plane noise".

CO COMMENT

S - 72 is the same noise as S - 29 which was heard 24 hours ago (to within 5 minutes). Still no idea what it could be.

0236 C/D PD Routine and fix.

0330 B - 234 S - 05 )  
 B - 235 S - 81 ) both probably F/V, approximate range 40 kyds

Traffic received COR 304, 305, 306.

~~SECRET~~

B-125

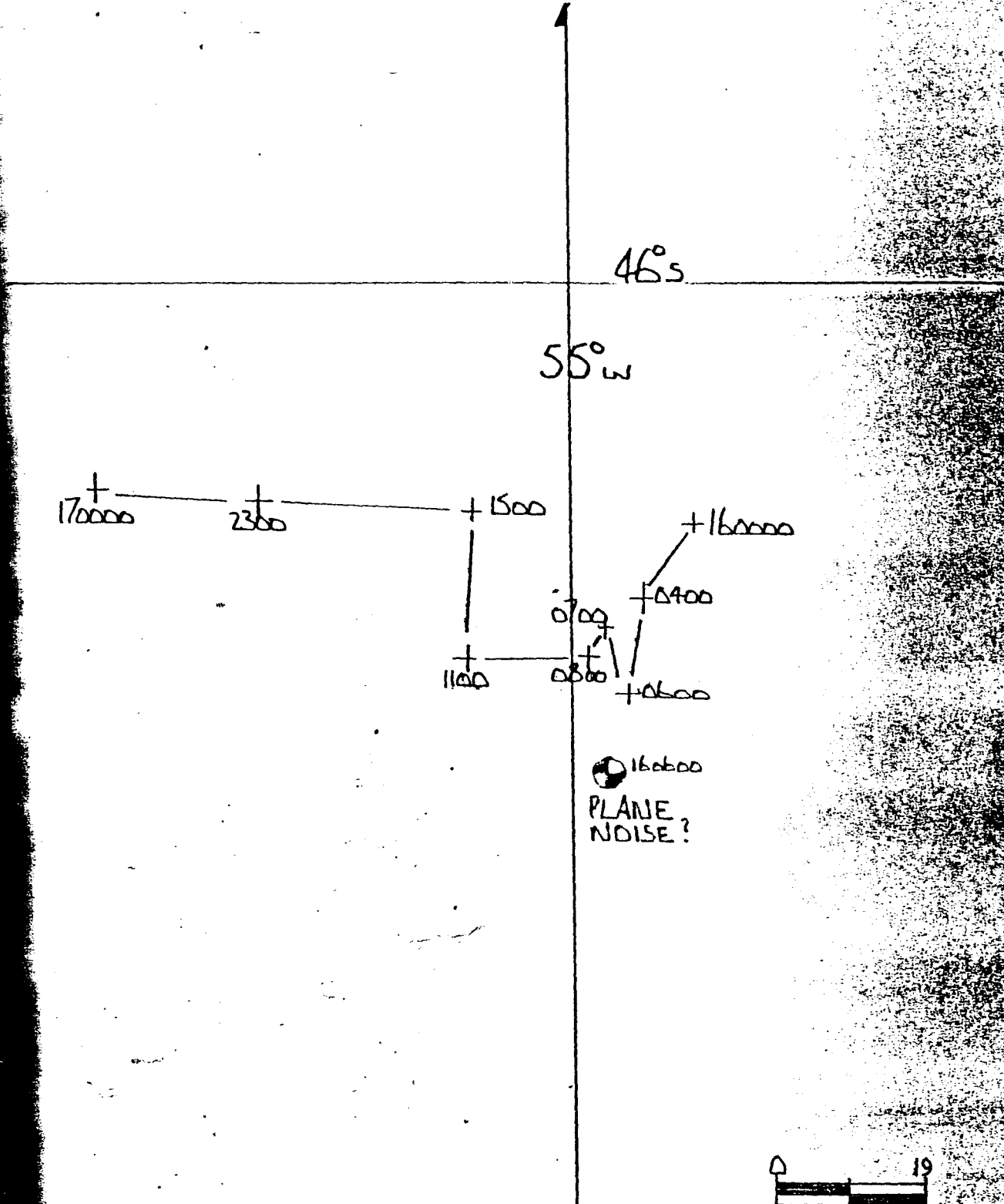
UNCLASS/NPM

~~UK EYES 'B'~~

160000<sup>2</sup> - 170000<sup>2</sup>

UNCLASS/NPM

UNCLASSIFIED



SECRET B-126

UNCLASS/NPM

UNCLASSIFIED

~~SECRET~~  
~~UK EYES 'B'~~

UNCLASS/NPM

0400 C/D 200

0758 C/D PD Routine, Fix and snort ventilate

0800 Position 46°29'.48 57°01'.8W  
Weather: Too dark SSS 3  
SVP: 020 - 4870  
180 - 4870

0807 Start ventilating

0830 CO COMMENT  
Left old set of areas 4 hours early  
Received COR 307, 308 (NIMROD flight details)

0908 Stop ventilating

0922 C/D 200 Intend to head for centre of my patrol area

1048 Sunrise

1507 C/D PD Routine and fix  
Weather: Wind 10 knots from 020 Vis 0.5 NM (Fog)  
Sea State: 1 from 018 SSS: 3  
Cloud: 100%

CO COMMENT  
Received COR 309 via SSIKS! Intend 10 knot transit to SW of my area in anticipation of the new water to be allocated to cover NW approaches to Falkland Islands for forthcoming landing.

1555 C/D 200 C/C 235 - heading for new area

2000 Position 47°00'S 58°30'W

2027 Sunset

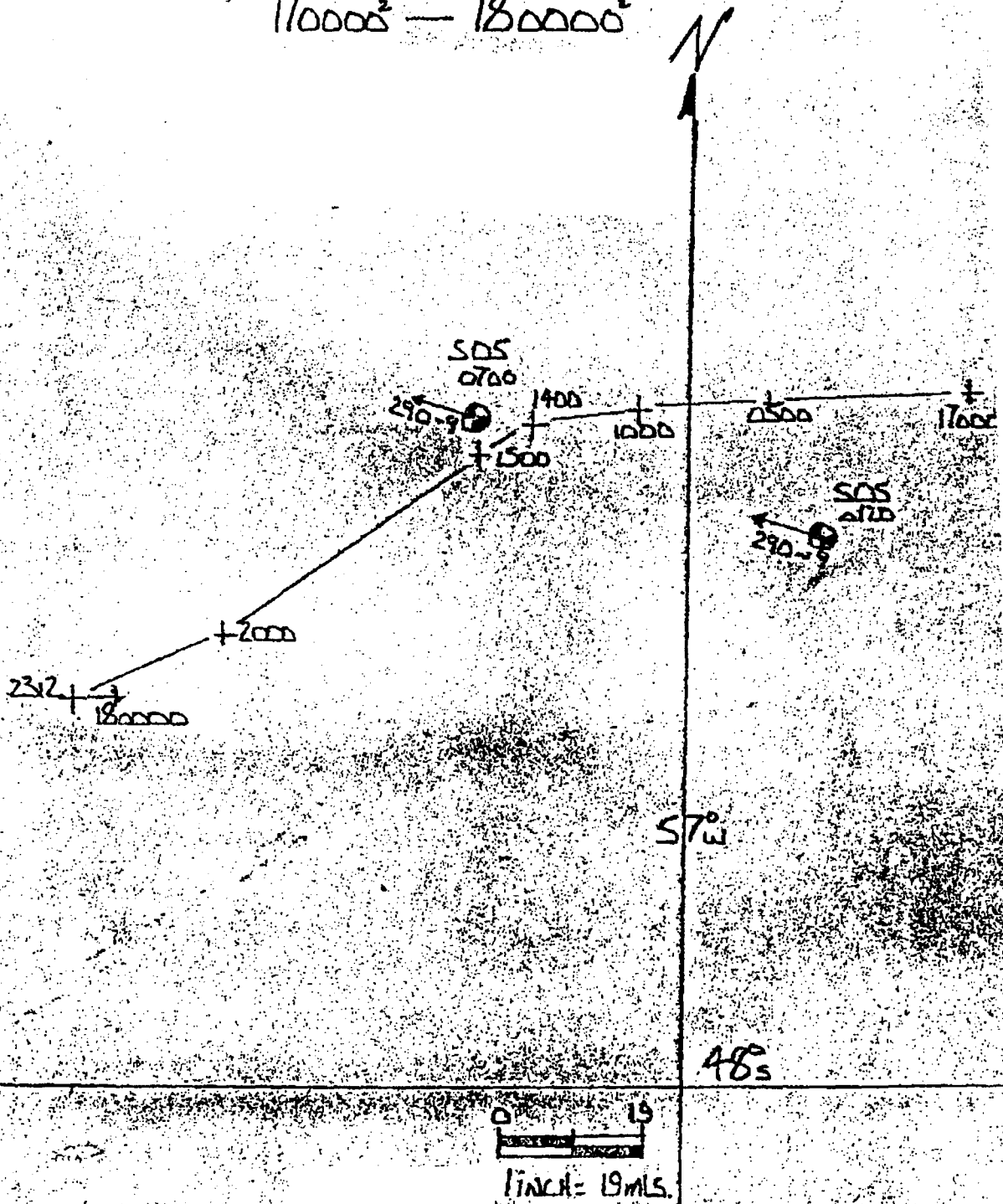
2125 C/D PD Routine, fix and ventilate  
Weather: Too dark SVP: 020 - 4870  
SSS: 3 080 - 4853  
110 - 4853  
135 - 4845  
190 - 4845

2133 Start ventilating

~~SECRET~~  
~~UK EYES 'B'~~

UNCLASS/NPM

170000' - 180000'



~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

2135 Possible I Band racket on YAF (not audible, no bearing)  
fits Boeing 707  
Stop ventilating

2148 Warner clearance - no rackets

2149 Boeing 707 again on YAF  
C/D 260 C/S 12 C/C 270

CO COMMENT

Intend staying deep for 1 hour to further investigate the warner interference and to allow the possible 707 to clear the area.

2322 C/D PD Routine, Fix and ventilate

CO COMMENT

HF and VLF reception on the wire is very poor, there is obviously some water ingress. Intend opening 60 NM to the East and to surface to repair or change the wire.

2359 CO DAILY SUMMARY

Another quiet day. The HF reception problem could just be the HF tail which I can easily replace, or the watermate connection which is the worst case. My fingers are crossed for the former.

TUESDAY 18 MAY 1982

0307 C/D PD to surface

0320 No rackets, no visual contacts. Vis 1NM (Mist)

0321 Surfaced: 1. Emergency UHF aerial rigged for SSIXS  
2. HF tail on - floating wire (AHG) changed, but no improvement  
3. Two replacement AHG's also defective

CO COMMENT

1. SSIXS Emergency UHF aerial is excellent - gives one an insight into what joy a trouble free comms patrol might be like.
2. HF reception is now worse than when I started. Intend diving to allow the maintainers to attempt repairs on all three wires. This requires resoldering at the outboard Dielectric, which is not believed possible onboard.

The ability to make the end product watertight is also doubtful.

UNCLASS/NPM

~~UK EYES 'B'~~



~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

0603 Dived  
C/D 260

0800 Position 46 46.3S 57 34.4W  
Weather Unassessed SVP 020 4880  
SSS 2 260 4879  
300 4870  
400 4860  
700 4825

0914 C/D PD

0923 Surfaced to stream a repaired AHG

1013 No reception on AHG

CO COMMENT

Repair of first wire was unsuccessful. Diving now as it gets light to attempt repair on second wire. Intend surfacing to stream it as soon as it is ready.

1037 Dived

1110 Intend remaining within 10 NM at 46 50S 57 30W

1111 Sunrise

1725 C/D PD. Attempt to receive Routine on SSIIXS and fix

2000 Position 46 54.1S 57 22.0W  
Weather: Wind 5 knots from 110 Vis 1 NM  
Seastate 1 from 110 SSS 1 - 2  
Cloud 100%

2022 Sunset

2320 No rackets, Nothing visual. Vis 0.5 NM (Mist)

2322 Surfaced to stream repaired AHG.

2359 CO DAILY SUMMARY

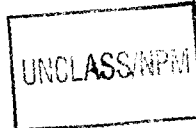
*This has most probably been the most frustrating day of the Patrol. We were all set to move West into water where the ARG Warships are thought to be, when reception on the HF tail on the floating wire started to show signs of deteriorating. I therefore withdrew 60NM to the East to surface in order to replace it with one of the other two I carried. On surfacing these were both found to be damaged by water ingress - Why? Brought all three below to work on them, but successful repair seems unlikely.*

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

~~UK EYES 'B'~~



20

I then had to watch the water to the West of me be reallocated to VALIANT, so that I now sit with an SSN buffer between me and any chance of some action. Present indications (confirmed at 190050) show that all 3 wires are just as useless. The result - I have wasted at least 36 hours operational time, lost the water where I might do something useful and now have to sit in a passive posture, not the best employment of an SSN; all because of the inability to repair an HF wire.

The Good News!?! - SSIXS, that has not worked for over a week, decided to come good when HF went down - again without any technical explanation forthcoming. Let us hope I am allowed back in before it is too late.

Today received COR 311 that says we will be off station 2 June and back 25 August. I have many thoughts for improving my comms fit which will be actioned before I return.

WEDNESDAY 19 MAY 1982

0015 No new traffic on SSIXS via emergency UHF aerial

0025 Dived C/D 200

CO COMMENT

All three wires tested and the best one streamed although it is not correct. Intention is to catch a trim at 200 feet and then return to PD to test HF reception.

0046 C/D PD No reception on HF tail

CO COMMENT

The best wire does not work. The last 20 hours plus seems to have been wasted. I am now relying on intermittent SSIXS. (See CO DAILY SUMMARY on 18 May for full thoughts).

0050 C/D 200 to continue ASV Patrol

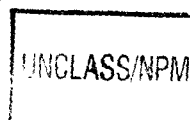
0300 C/D PD for Routine, Fix and domestics  
COR 324 (NEPTUNE heads down) received

0510 C/D 200

~~SECRET~~

B-131

~~UK EYES 'B'~~

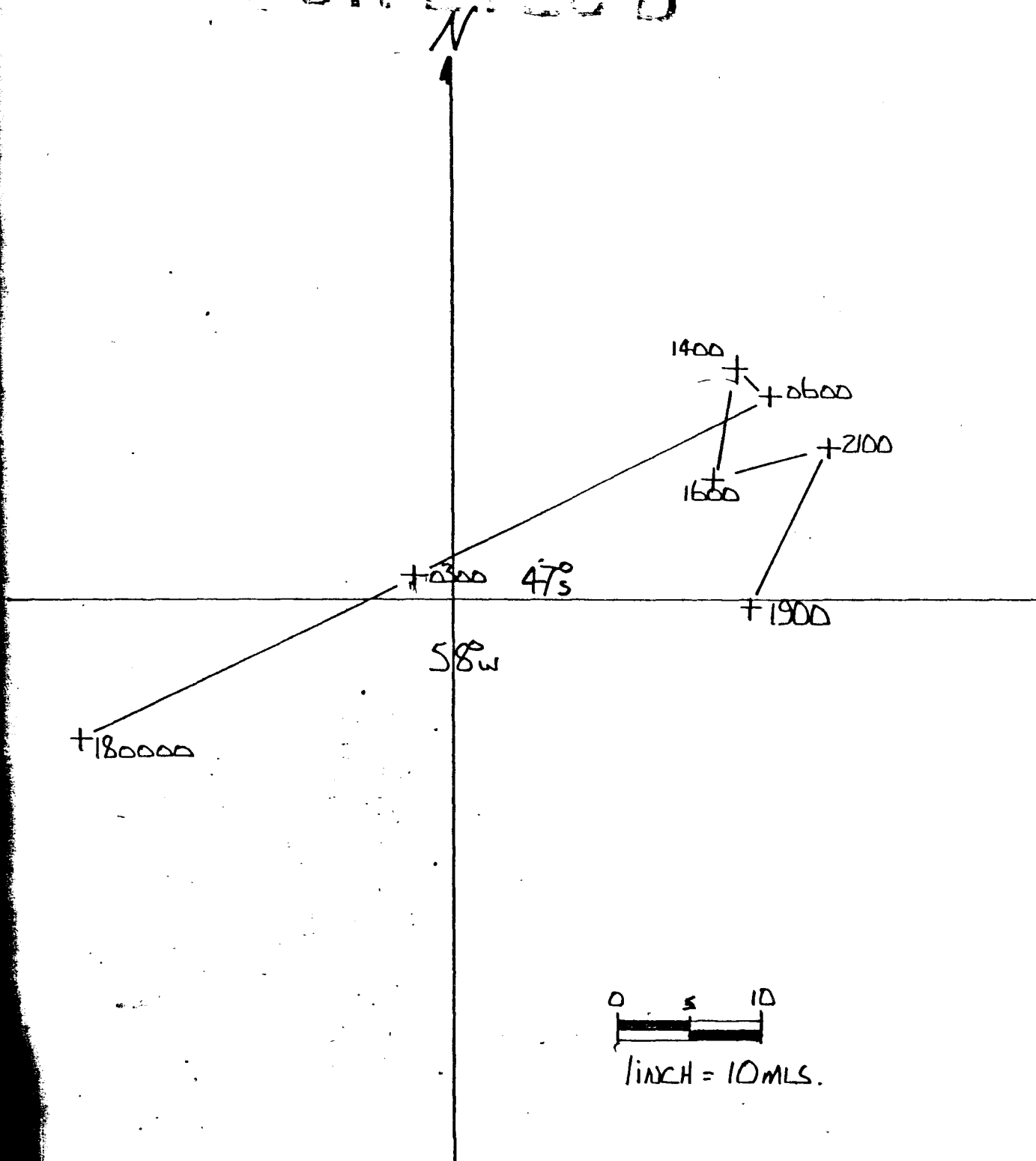


180000<sup>2</sup> - 190000<sup>2</sup>

~~SECRET~~

UNCLASS//NPM

~~CONFIDENTIAL~~



~~SECRET~~

UNCLASS//NPM

~~CONFIDENTIAL~~

B-132

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

0800 Position 47 29.7S 57 59.5W

0902 C/D PD Routine, fix and domestics

Weather: Too Dark SVP 020 4880  
SSS 4 160 4880

Traffic received. COR 323 - NIMROD  
COR 325 - Pt 4 Buffer zone

CO COMMENT

SSIXS is working well! Have received an extract of the News too which tells me that the TASK FORCE has been placed on Active Service since Saturday 15 May- the last time was in the early 1960's.

0950 Nothing heard from the NIMROD mentioned in COR 323.

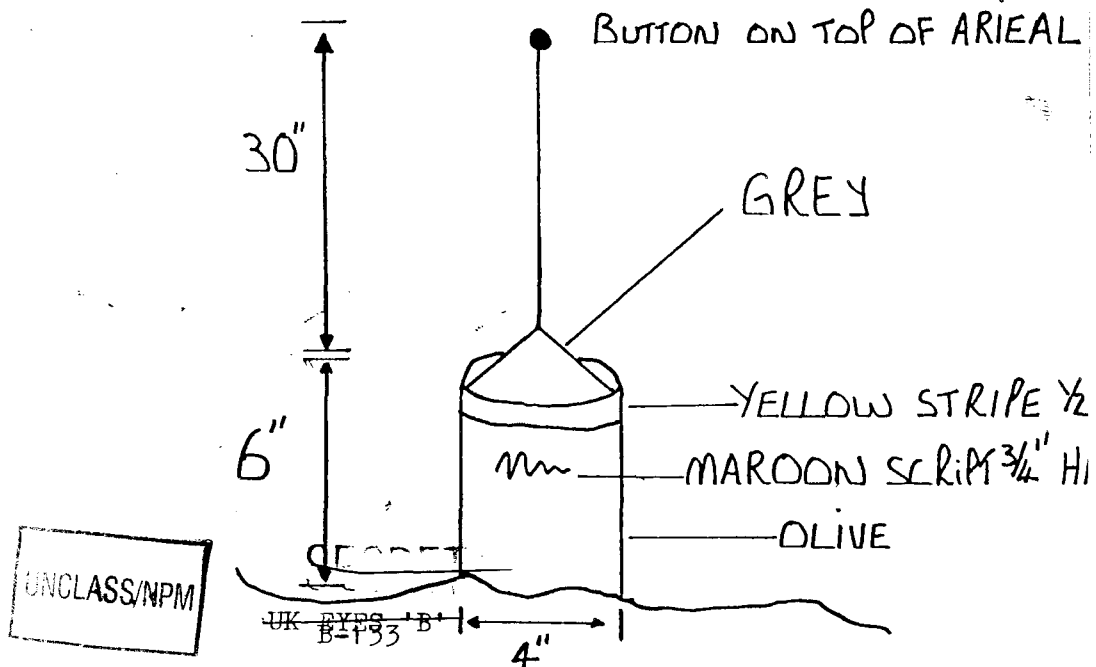
1106 C/D 260

1113 Sunrise

1242 JEZ Buoy sighted - R 20 yds. Position 47 32S 57 57SW  
C/D 700 C/S 21 C/C 260

CO COMMENT

OOW sighted JEZ buoy close - went deep on magnetic West to clear Datum. Intend opening 'off - track' to NW for 6 NM and then running West for a further 45 minutes, No intelligence of aircraft in the area, no rackets for 4 hours and no indication that they might have searched this part of the world before. Unlikely that it is still active



~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

1300 C/C 320

1314 C/C N Start 'GRANNIES - FOOTSTEPS' - 20° every 10 minutes back to 260.

1416 C/D 260 C/S 5 SVP 020 - 4845  
260 - 4837  
300 - 4837  
380 - 4825  
640 - 4825

1501 Interference on Warner I Band is getting worse; investigating the probable cause which is the test source

1645 C/D PD Routine and fix  
Received - COR 326 - Area Sitrep  
327 - Heads Down  
328 - Weather Report

1806 C/D 260

2000 Position 47 24.8S 58 36.4W

2025 Sunset

2128 C/D PD Routine, Fix and domestics  
Weather: Wind 15 knots from 000 Vis 5 NM  
Seastate 2 from 000 SSS 5  
Cloud 100% SVP 20 - 4845  
180 - 4845

Traffic received COR 239 - Family grams for Pt ONE/TWO!

2200 C/D 260

2359 CO DAILY SUMMARY  
Quiet day patrolling the Area.

THURSDAY 20 MAY 1982

0057 C/D PD Routine  
Received COR 330, 332. 334 not on the routine yet, probably the daily sitrep grouper

UNCLASS/NPM

~~SECRET~~

B-135

(No B-134)

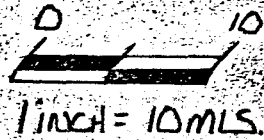
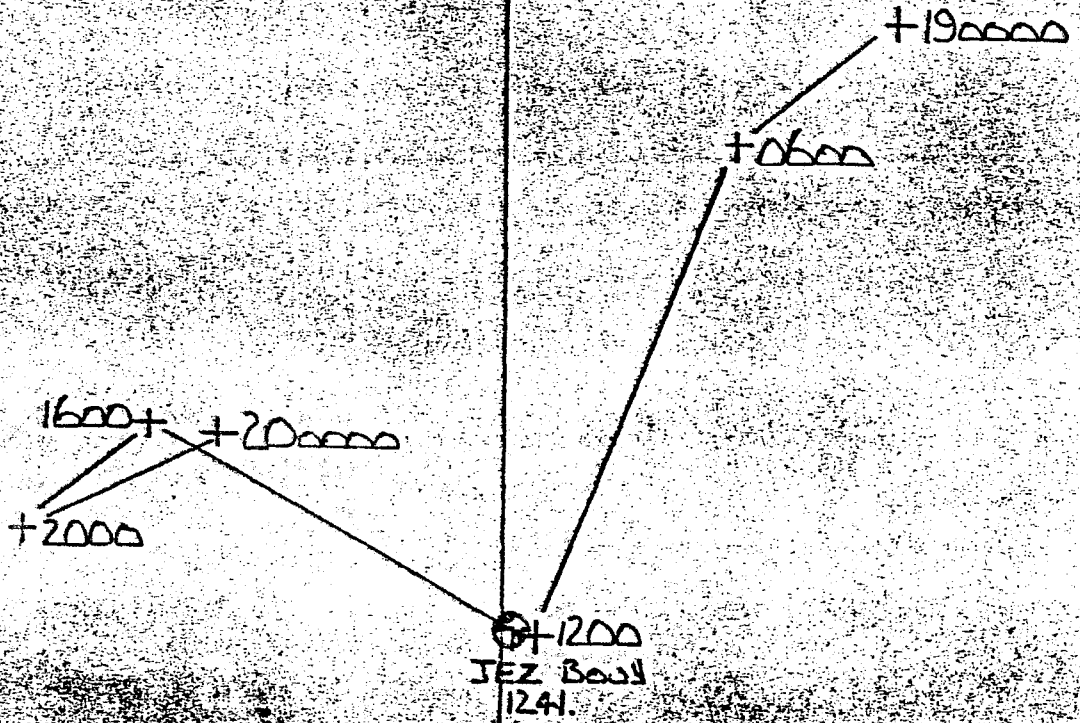
~~UK EYES 'B'~~

$190000^2 - 200000^2$

~~SECRET~~

~~UNCLASSIFIED~~

UNCLASS/NPM



48°s

58°w

~~SECRET~~

UNCLASS/NPM

B-136

~~SECRET~~

UNCLASS/NPM

UK EYES 'B'

CO COMMENT

- 1. COR 330 - Reminds that I am a shield and not a Lance!  
At least I feel more confident I am doing something useful.
- 2. Working on CO2 Scrubber problem - appears to be fixed but CO2 is high.
- 3. Stopped work on trying to cure problem on I Band.
- 4. Moving towards the centre of my patrol area.

0225

C/D 260

0542

C/D PD Routine, fix and domestics

0800

Position: 47 09.55S 57 35.9W

Weather: Wind 20 knots from 030  
Seastate 3 from 030  
Cloud ZERO%

Vis 8NM  
SSS 6 +  
SVP 020 4877  
260 4876  
380 4864

Traffic received COR 333 - NIMROD/Intentions  
N/N - CTG 318.7 - Morale Booster

0811

C/D 260

0812

Sunrise

0831

C/D PD Routine and fix

0800

CO COMMENT

- 1. At PD for 6 hourly weather report.
- 2. All night we have been in a high CO2 environment. Fixing one CO2 leak on scrubbers has produced 4 more, however I believe the problem is fixed and CO2 should start to fall again.
- 3. Spent all night working to remove I Band interference on WARNER - probable cause is in the mast. Filter fitted that seems to be cutting it down.
- 4. What next!?

COR 334 - ARG gunnec close to coast via 5130N

COR 335(v) - Area change Point One - she covers San GORGE Bay

~~SECRET~~

UK EYES 'B'

UNCLASS/NPM





~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

FRIDAY 21 MAY 19820245 C/D 200CO COMMENT

COR 339 is a very long grouper. Have obtained 9 garbled copies from which I hope to patch together a good one.

0555 C/D PD Routine and fixCO COMMENT

Clear night. Will remain at PD for Visual, ESM search

0748 B - 320. Bright white flash  
B - 317. S - 16 faint audible contact, could be associated with the flash

0757 B - 245 Second flashCO COMMENT

Several white flashes have been seen between 245 - 320. All very brief, either gunfire or lightning. Due to the lack of consistent bearing, classified: Lightning.

0800 Position: 46 54.7S 57 35.9W Vis 6NM  
Weather: Wind 15 knots from 010 SSS 3 - 4  
Seastate 2 from 010 SVP 020 - 4883  
Cloud ZERO % 260 - 4880

Traffic received COR 339 - Good long ARG Sitrep  
COR 341 - Assessment of ARG Options  
COR 342 - Political Situation

CO COMMENT

Have spent all night trying to receive and break COR 339 (1078 groups) a 341 (480 groups). They were worth it.

0844 C/D 200  
B - 328 S - 16 Best estimate of Range 50 kyds. Only B10 audible

0905 S - 16 FCS (Poor) 327/45 kyds 070/12 AOB 77 Stbd0940 B - 339, S - 16. Nothing audible. Intend sprinting down the bearing to close

C/D 425 C/S 15 C/C 000

~~SECRET~~

B-139

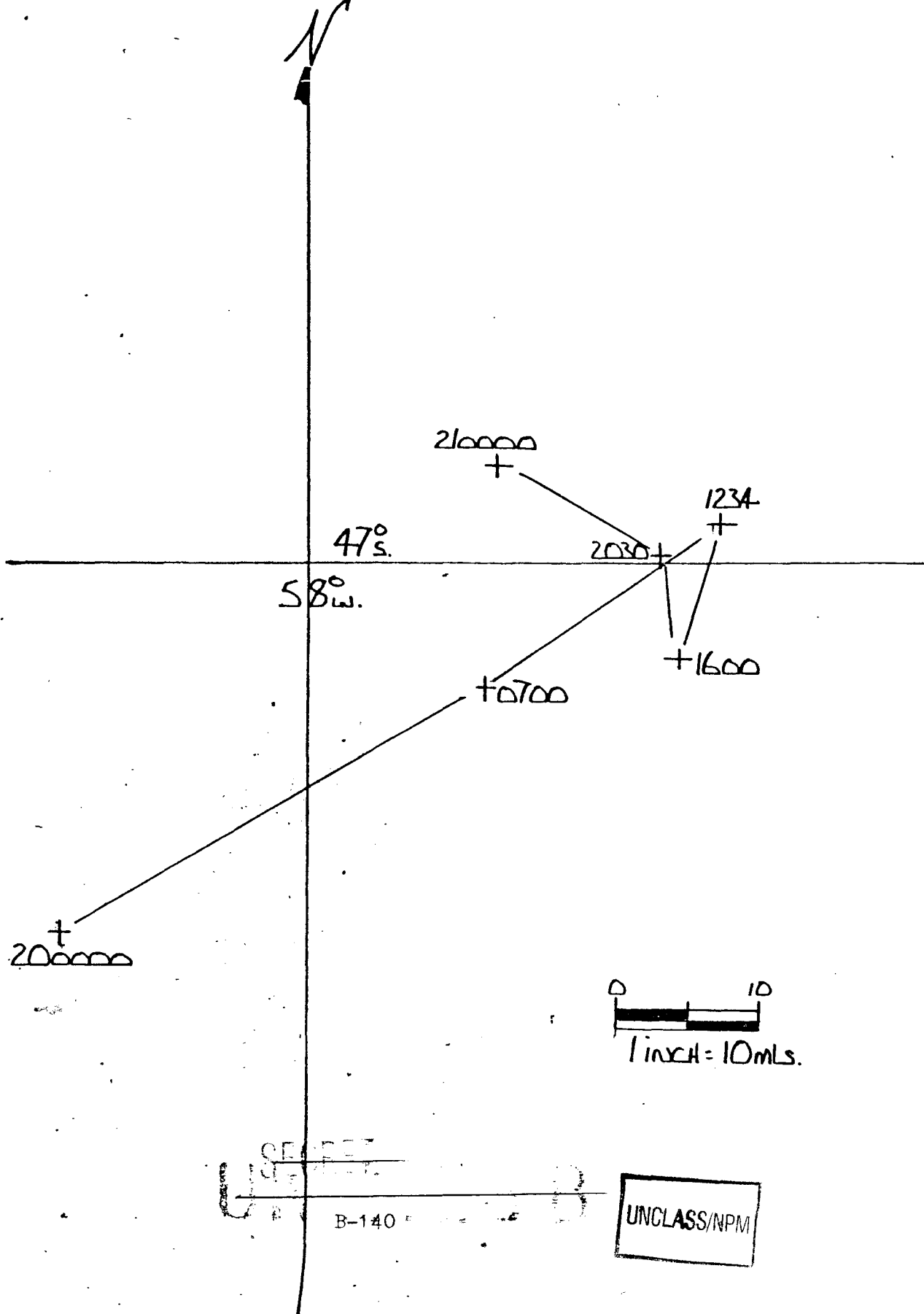
~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UNCLASSIFIED~~



~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

1020 B - 350 S - 44 (S - 16 regained) Not audible. Range approximately 32 kyds, contact is on Easterly heading, quite fast speed.

CO COMMENT

I do not intend pursuing this contact as he is well outside my area. If he appears to move South I will think again.

1112 Sunrise

1136 C/D PD C/S 5 C/C 090 - Routine and fix  
Nice clear day  
COR 343 (only signal) -Our weather reports are appreciated, plus  
Tigerfish Mod 1 recommendations

1244 C/D 200 C/C 270

1325 B 347/193. T - 67 Very unstable (Shifts of up to 25 Hz seen)  
gearing line  
C/C to resolve ambiguity

1422 B 347. T - 67  
C/C 010 to close T - 67

1540 CO COMMENT

After a 40 minute run at 15 knots, no change in intensity of T - 67. Intend remaining in my present position until 1700 before returning to PD. If nothing further on T - 67 on going deep again, I shall return to the South and wait for her to come to me!

1615 B - 347 S - 06 Could be associated with T - 67

1645 C/C 050 C/S 12 - ranging on S - 06  
FCS (Poor) 332/50 kyds 220/15 AOB 48 Port

1728 C/D PD C/S 4 C/C 090 Routine

1849 C/D 200

Weather:	Wind 20 knots from 230	Vis 8 NM
	Seastate 3 - 4 from 230	SSS 4 - 5
	Cloud 10%	SVP 020 - 4877
		180 - 4877

Received COR 344, 346, 347 - Unimportant and COR 345

~~SECRET~~

B-141

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~CO COMMENT

1. It has taken me  $1\frac{1}{2}$  hours to get 2 groupers (400 groups each). Comms certainly teaches one patience!

2. The way T - 67 has come and gone all day suggests to me that it is a WP F/V starting and stopping rather than a W/S closing me. However the continental shelf is 180NM away down the bearing.

2000 Position 47 12.4S 57 19.4W

2022 Sunset

2030 B - 347 T - 67 Possible Type 42 gearing line?

2123 B - 347 T - 67 faded suddenly - stopped?

2200 CO COMMENT

Still no sign that contact T - 67 is of interest. She has not apparently closed during the last 12 hours. Moving to South, back into centre of my Area. If it is a warship then it will come to me later.

2219 C/D 425 C/S 21 C/C 190. Running for 1 hour before surfacing to stream a new wire.

2330 C/D PD C/S 5 C/C 090  
No contacts sonar, No Rackets  
Weather: Wind 15 knots from 230 Vis 6 NM  
Seastate 3 from 230 SSS 6  
Cloud 10%

2344 Surfaced - start circling to Port

2359 CO DAILY SUMMARY

1. Spent the first part of the day investigating Tonal. T - 67 to North of me. Although it can not be written off as non threat, she is still a long way North. Therefore moved back to centre of Area.

2. Surfaced (again!) to stream one of the newly built HF wires (iaw COR 340).

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

SATURDAY 22 MAY 1982

0019 Dived - C/D 200

0030 Some HF reception (low frequencies only)

0035 C/D PD

0040 No reception on wire

0054 Very loud cavitation - OSN, possibly floating wire around the propeller. Going ahead/astern will not clear it.

CO COMMENT

The surface and dive to restream an HF wire went very smoothly. However it was too rough to put anyone on the casing, so the old wire was released overboard. On diving and speeding up, strong cavitation from us was audible above 7 knots. I must presume that one of the two wires is now wrapped around the propeller. It is too rough to put Divers down at present, I shall have to wait for the weather to improve. In the meantime, it is very restrictive and gives an excellent opportunity for counter detection by SSK/JES/etc.

0135 C/D 200 C/S 8 C/C 180 - Heading towards centre of area

0535 C/D PD C/S 5 Routine and fix  
B - 305 T - 67 is still here!  
Possibilities for T - 67:-

1. F/V FCS (Very poor) 305/160 kyds 250/8 AOB 125 Port
2. Type 42 FCS (Very poor) 305/90 kyds 180/18 AOB 55 Port

Solution 1. More likely as it puts the contact on the 100 fathom line

0730 Received COR 349 - 355

0753 B - 090 Bright white light; possible A/C coming straight towards  
(In position 47 08.8S 57 13.2W)  
C/D 700 C/S 21  
ACTION STATIONS  
(No rackets during the 2½ hours at PD)

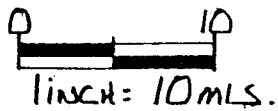
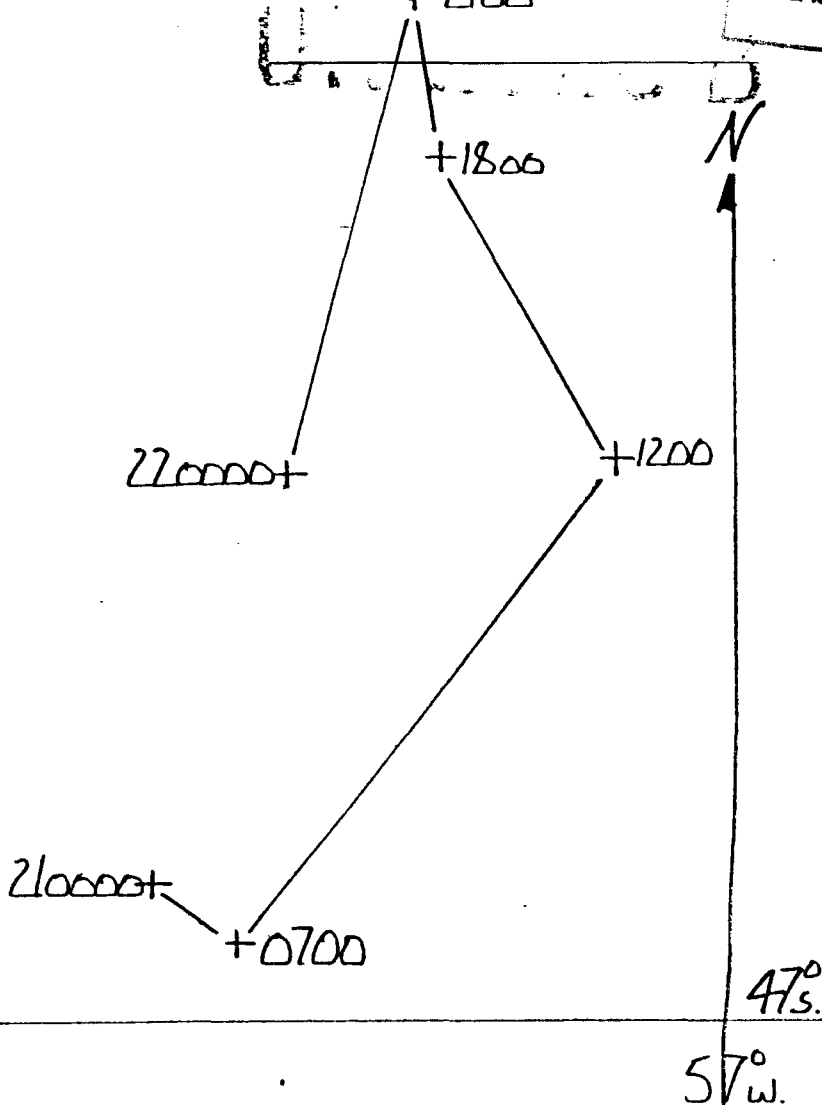
~~SECRET~~~~B-145~~~~UK EYES 'B'~~

UNCLASS/NPM

$210000^2 - 220000^2$

~~SECRET~~  
+ 2100

UNCLASS/NPM



~~SECRET~~  
B#144

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASSIFIED

CO COMMENT

1. Took 2 hours 20 minutes to achieve COR 349 - 355.
2. The Battle on the FI seems to be going well, but the surface ships are suffering
3. While shallow for final Satellite Challenge, the OOW saw a bright light ahead and the submarine went deep to evade, presuming the worst.  
No MPA thought to be in the area, but with Warner I Band suspect, I decided it was best to evade for 1 hour to the SE using "GRANNIES FOOTSTEPS".  
No reaction sighted  
Assessment: MPA with searchlight on (Why?), or Planet JUPITER
4. Cavitation continues.

0800 Position 47 08.8N 57 13.2W

0845 B - 307 R - 26 kyds. Datum of sighting aircraft  
No sonar contacts  
Fall out Action Stations

0850 C/D 425 C/S 8 C/C 185

0900 B - 308 T - 67 and S - 90

1000 C/C 340 to range on T - 67 and S - 90

1010 Range greater than 70 kyds

1112 Sunrise

1145 C/D PD Routine and fix  
Weather: Wind 15 knots from 250 Vis 7.5 NM  
Seastate 2 from 250 SSS 4  
Cloud 30% SVP 020 4882  
280 4882  
360 4870  
515 4825  
670 4825

~~SECRET~~~~UK EYES 'B'~~

B-145

UNCLASSIFIED/NPM

~~SECRET~~

~~UK EYES 'B'~~

UNCLASS/NPM

223

1230 COR 356, 357 received

CO COMMENT

COR 356 reminds me that we straddle ARG SSK route P BELGRANO - FI,  
- just the reminder I need with my cavitation problem.

1256 C/D 200

1740 C/D PD Routine and fix

Weather: Wind 15 knots from 340 Vis 10NM  
Seastate 3 from 325 SSS 4 - 5  
Cloud 30% SVP 020 - 4867  
180 - 4855

Traffic received COR 359 - Target Int  
COR 360 - Heads down

1824 C/D 200

2000 Position 47 32.5S 57 38.1W

2015 Sunset

2045 C/D PD to assess weather - Too rough to put divers into the water  
Received COR 363 - Air assessment  
362 - Cup Final Results

2148 C/D 200

2354 C/D PD Routine, Fix and Domestics  
Received COR 361, 363

CO DAILY SUMMARY

1. A quiet day.
2. My cavitation problem gives me cause for concern. As soon as the weather is calm enough I shall surface to put a diver into the water to investigate because at any speed above 6 knots I sound as though I am trailing a metal dustbin.

~~SECRET~~

~~B-146~~  
~~UK EYES 'B'~~

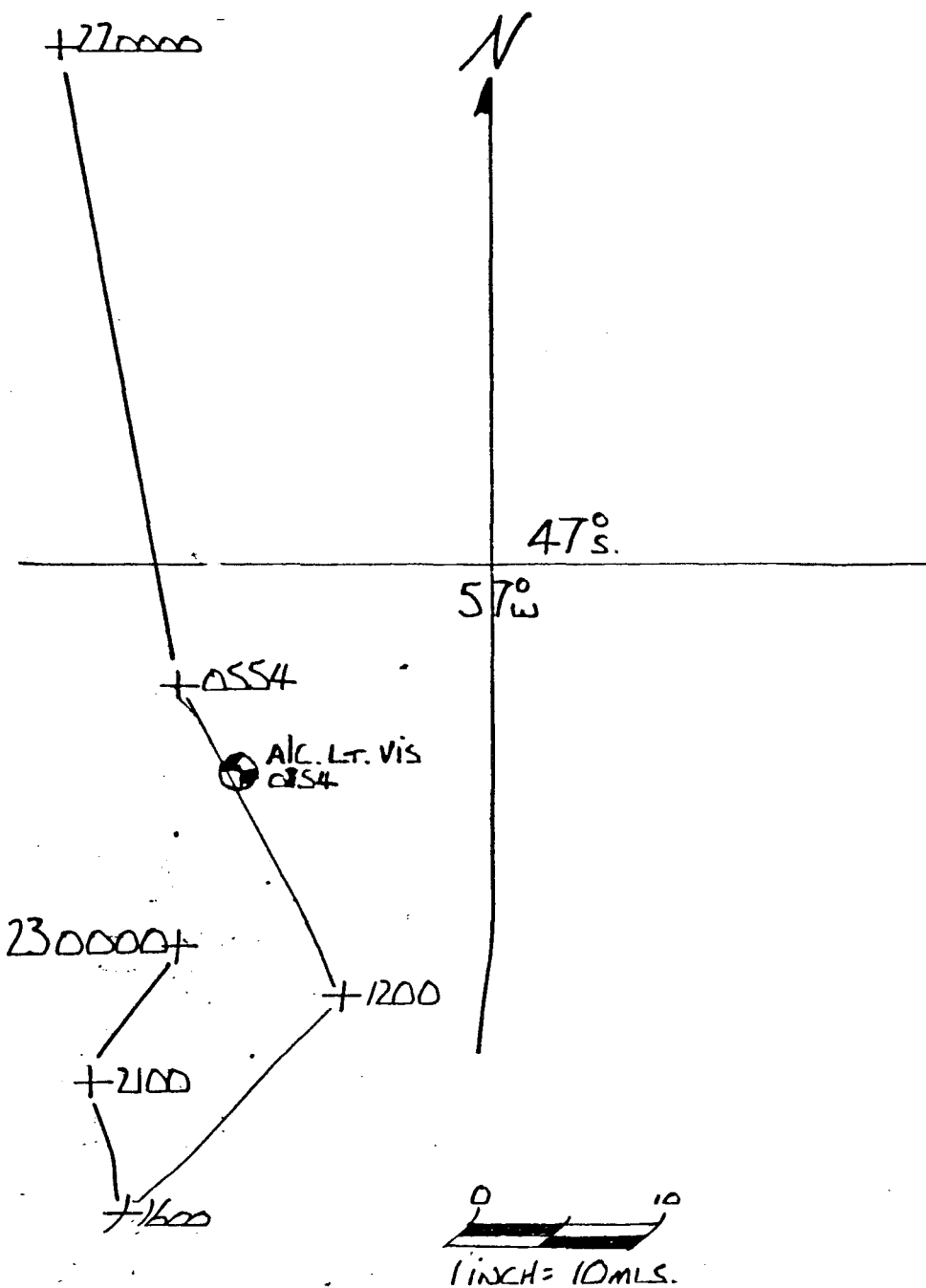
UNCLASS/NPM



220000<sup>2</sup> - 230000<sup>2</sup>

~~SECRET~~

UNCLASS/NPMA



~~SECRET~~

UNCLASS/NPM

B-147

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

SUNDAY 23 MAY 19820045 C/D 2000220 CO COMMENT

Conducting further investigation into the shaft noise. There is a possibility that some of this noise is internal and not due to the suspected wire around the propeller.

0345 CO COMMENT

Tightening a possibly loose bolt on the torsion meter has reduced the noise, but the rasping sound is still present

0350 B - 116 T - 78 390 Hz unstable line, possibly gearing associated0352 C/D PD Routine and fix0700 Received COR 365 - 368

1. Position of BUENO, BOUCHARD, SEGUI, BAHIA PARAISO
2. Area allocations Sitrep
3. Amphibious Landings Sitrep

0730 C/D 200

0800 Position 47 26.4S 57 30.4W  
 Weather Wind 10 knots from 000  
 Seastate 3 from 080  
 Cloud ZERO%

Vis 10 NM  
 SSS 4 - 5  
 SVP 020 - 4880  
 180 - 4885

1113 Sunrise

1153 C/D PD Routine and fix

Received COR 369 - 371

CO COMMENT

COR 371. First Heads Up that ARG Warships may be preparing to sail from Port BELGRANO. Moving North in anticipation.

1253 C/D 200

1746 C/D PD Routine and fix

~~SECRET~~  
B-148~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

1805 B 306/236. T - 87, Possible diesel signature, 12.5 Hz spacing  
 B 352/188, T - 89 Possible diesel signature, 10.5 Hz spacing

1844 C/C 015 to resolve Tonal Bearings ambiguity

1900 B - 296. T - 87 (T - 89 faded)  
 B - 295. S 22. Held passive only, possibly associated with T - 87

CO COMMENT

COR 372 gives a secret format for reporting aircraft detection. This is really excellent news as it will mean less groupers. It should reduce my time challenging SSIXS.

1933 S 22/T - 87 FCS (LOP, VERY POOR) 1. 298/16 kyds 025/7 AOB 93 stbd  
 2. 295/24 kyds 070/10 AOB 48 stbd

1935 S22/T - 87 1936 Range 60 kyds  
 Classification - Probable Long Range M/V

2000 Position 47 00.6N 57 31.5W  
 Weather: Wind 8 knots from 230 Vis 10NM  
 Seastate 2 from 215 SSS 1 - 2  
 Cloud 10% SVP 020 - 4877  
 180 - 4877

2016 Sunrise

2058 C/D PD - To surface if conditions suitable to put a diver in the water  
 No Rackets, Nothing visual, No interesting sonar contacts

2128 Surfaced. Disengage Clutch

2146 Floating wire recovered - about 120 feet missing from end

2147 Diver in the water

2150 Diver on the propeller  
2207 Diver clear of the Water. Engage clutch

2217 Dived. C/D 200

CO COMMENT

1. Surfaced to put a diver into the water to remove the wire from around the propeller. Conditions were assessed as alright prior to surfacing, but once on the surface they were marginal. The Diving Supervisor was washed overboard but quickly recovered using his safety harness lifeline and the diver had to come out after 20 minutes suffer from exhaustion. However he managed to cut two long 'tails' of wire away from the propeller. There is one 6 foot tail left plus an unknown amount still around 3 to 5 of the blades.

~~SECRET~~

B-149

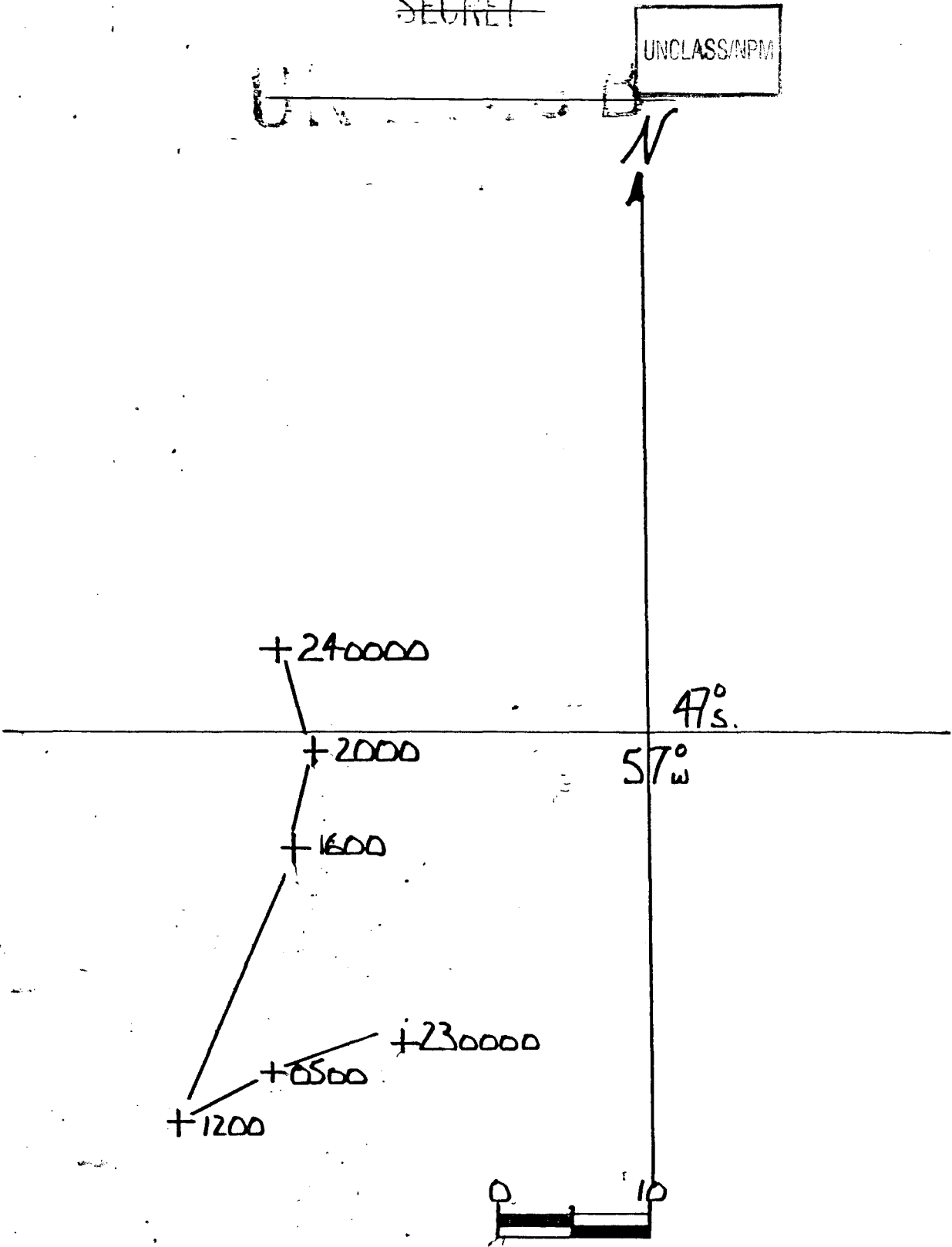
~~UK EYES 'B'~~

UNCLASS/NPM

230000' - 240000'

~~SECRET~~

UNCLASS/NPM



~~SECRET~~ 1 inch = 10 miles

B-150

UNCLASS/NPM

~~SECRET~~UK EYES 'B'

UNCLASS/NPM

2. Recovery of the old wire showed it to have been cut, despite the correct precautions on diving.
3. On diving rev checks show that there is no cavitation at 60 revs or less and very slight up to 80 revs - rapidly worse after that. I now feel happier about closing an SSK or ARG Warship to attack with less chance of counter detection.
4. PO(S)(SM) LIBBY, the Diver, conducted himself most professionally - well beyond the call of normal duty - and is to be commended.

2359CO DAILY SUMMARY

1. I have an intermittent knocking/clicking noise from the shaft - believed internal, but it may be a result of the wire around the propeller.
2. Signals suggest the Argentinians may be about to close the FI with their warships - probably from the West (outside my area), possibly from the North (through my area).
3. I surfaced this evening in what turned out to be marginal Diving Conditions to cut free the AHG wire from my propeller. Although only partially successful, it has eased the problem of our cavitation.
4. A quiet day, limited to about 6 knots, searching my area.
5. I am now patrolling centre of area with the thought that tomorrow could bring some action.

MONDAY 24 MAY 1982

0012 C/D PD Routine and fix  
No new signals

0033 C/D 200

0548 C/D PD Routine and fix  
Received COR 380 - NEPTUNE Racket  
NN -BANDEIRANTE racket from Point ONE  
Nothing else - A quiet Sunday night!

0619 C/D 260

0737 B - 319 S - 68 Audible ship contact. Blade flutter (Faint)  
162 rpm. IN/OUT - probable F/V

CO COMMENT

Part of the fishing Fleet on the 100 fathom line

~~SECRET~~UK EYES 'B'

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

0800 Position 47 03.4S 58 12.3W  
 Weather Wind 15 knots from 010 Vis 8 NM  
 Seastate 2 - 3 from 010 SSS 4  
 Cloud 60% SVP 020 - 4885  
 175 - 4885  
 190 - 4862  
 250 - 4852

1120 Sunrise

1156 C/D PD Routine and fix

CO COMMENT

1. The sea and swell have definitely increased since sunset last night - so we were fortunate we took the opportunity to work on the propeller when we did, as it is now too rough again.
2. Signals received COR 381 - 384
  1. BOUCHARD/BUENO still on radar picket duty off RIO GRANDE
  2. The Northern Group are still in P BELGRANO Area, perhaps they are preparing for something.
  3. Have spent nearly two hours at PD receiving traffic also conducting ESM/Visual search. As I would expect in this area - no activity. I think 200 feet is a better search depth so am returning deep to continue ASW/ASV search.

1405 C/D 200

1730 C/D 750 for Bathy

1815 C/D PD Routine and fix  
 Weather: Wind 10 knots from 340 Vis 12 NM  
 Seastate 2 from 340 SSS 2  
 Cloud 90% SVP 020 - 4855  
 200 - 4855  
 400 - 4820  
 750 - 4820

\*Traffic received COR 385 - 79.3 movements

C/D 200

Position 46 40S 58 18.2W

~~SECRET~~~~B-152~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

230

~~UK EYES 'B'~~

UNCLASS/NPM

2021 Sunset

2352 C/D PD Routine and fix

CO DAILY SUMMARY

A quiet day. Only contacts are the Warsaw Pact Fishing Fleet to NW.

TUESDAY 25 MAY 1982

0003 C/D PD Routine, fix and Domestics  
Only traffic. Locating Report from Pt ONE of a BANDEIRANTE racket

0114 C/D 200

0340 B 302 S11 F/V  
B 330 S12 1 X 4, 102 rpm M/V (Possibly Factory Ship)

CO COMMENT

These contacts are part of the Warsaw Pact Fishing Fleet. However I'm not convinced about S12, so am monitoring.

0445 B 350 S 12 beginning to move right

0510 S 12. FCS (Poor) 000/18 kyds 110/12 AOB 70 Stbd

0545 S 12. FCS (Poor) 020/20 kyds 080/2 AOB 120 Stbd

CO COMMENT

This is a M/V opening to the NNE, past CPA.

0615 C/D PD Routine, fix and Domestics  
No new traffic  
S 12 faded

0651 C/D 650  
S 18 FCS (Poor) 085/28 kyds 120/12 AOB 145 Stbd  
This is S 12 regained

0702 C/S 21 C/C 090 - to close S 18

CO COMMENT

*When at PD, considered a possible solution for S 18's (S 12) course might be 150 - 170. Therefore decided to attempt to close to confirm she is not a threat to TG 317.8*

~~SECRET~~

~~UK EYES 'B'~~

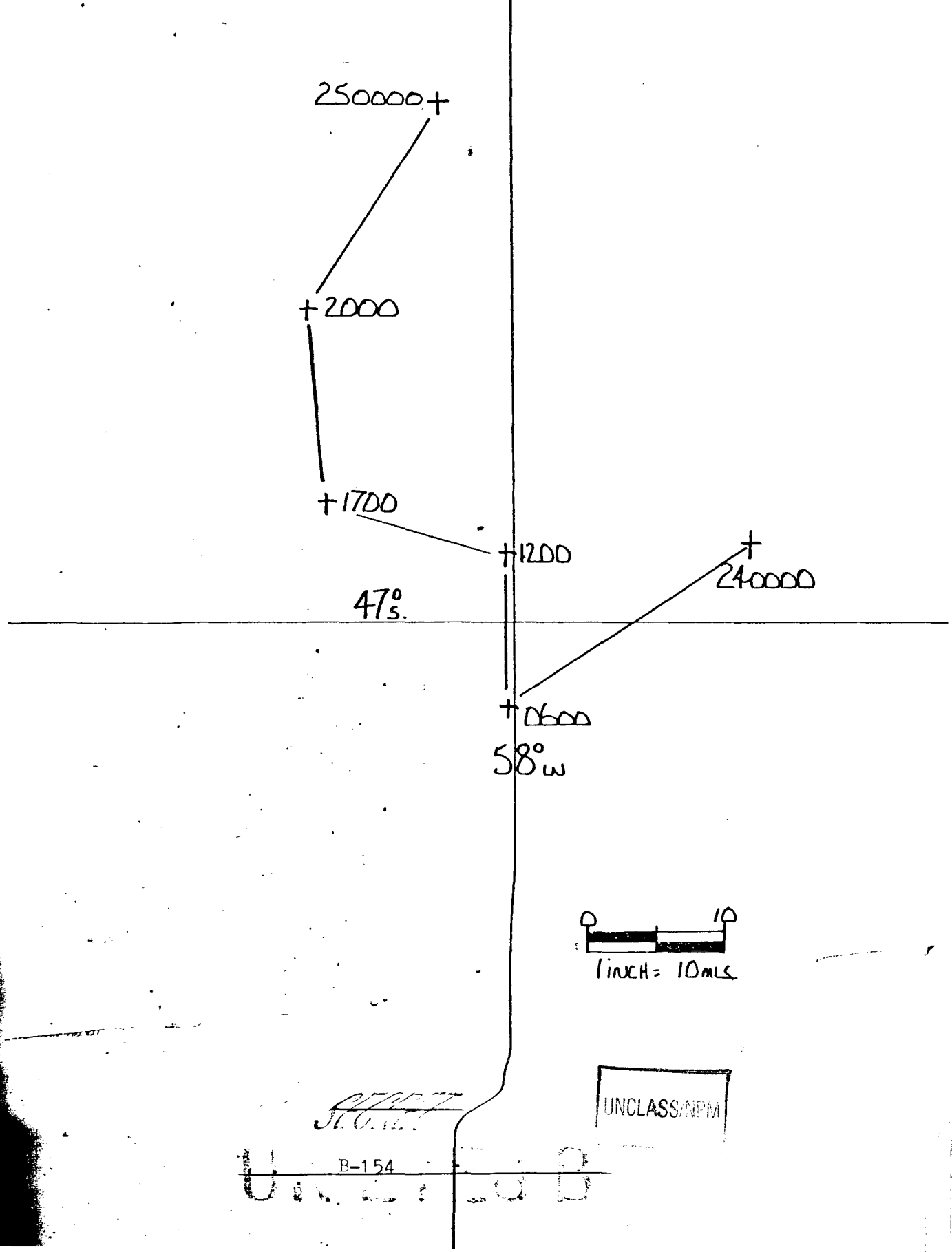
UNCLASS/NPM

240000<sup>2</sup> - 250000<sup>2</sup>

~~SECRET~~

UNCLASS/NPM

~~UNCLASSIFIED~~



~~SECRET~~  
J. G. ...

UNCLASS/NPM

~~UNCLASSIFIED~~

B-154



~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NFM

0800 C/D 260 C/S 6  
B - 100. Faint contact, possibly S 18  
Position 46 23.6S 57 45.5W

0808 C/D 650 C/S 21 C/C 120 Sprint to close S - 18

0932 C/D 260 C/S 6 S - 18 not regained

CO COMMENT

S - 18 classified M/V. Destination unknown - she probably altered course to the NE some time after 0700Z.

0941 C/D 650 C/S 21 C/C 285. Returning to centre of my patrol area.

1100 C/D 260 C/S 8 CSA.  
Wire induced noise heard on slowing down, loud between 18 - 13 knots, not present below 9 knots.

1117 Sunrise

1157 C/D PD Routine and fix  
Weather: Wind 15 knots from 220 Vis 10 NM  
Seastate 2 from 220 SSS 2  
Cloud 10% SVP 020 - 4876  
040 - 4878

Signals received COR 386 - 390  
COR 387 - Argentinian Sitrep. Suggests they are still not prepared to let their Navy play. One of their SSK's might be coming our way within the next few days?

1512 C/D 200

1805 C/D PD Routine and fix

1826 B - 130. One Loud Bang (Nothing Visual)?

1915 CO COMMENT

It has taken me one hour to break COR 391, a small grouper. Contents about a S 209's TFX results/problems.

1933 C/D 200

2000 Position 46 26.5S 57 38.8W  
Weather Wind 15 knots from 210 Vis 10 NM  
Seastate 3 from 210 SSS 5  
Cloud 60% SVP 020 - 4870  
090 - 4870  
150 - 4865

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NFM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

2017      Sunset

2353      C/D PD Routine, Fix and Domestics  
Received COR 392 - SPLENDID's subnote home.

CO DAILY SUMMARY

1.      Another Quiet Day.
2.      S12/S 18 detected and classified as a M/V opening to the East.      The only other contact I found of interest is around a bearing of 035 held throughout most of today on passive LF only.

WEDNESDAY 26 MAY 1982

0020      C/D 200 Traffic received COR 392

0025      B 137/043    T - 08

            C/C 330 to resolve ambiguity

0100      B 137 T - 08 Possible gearing line

CO COMMENT

Only vessels known to be to SE are the UK Group - 250 NM away.  
Possibly this is a CZ detection of them.    It is marking very strongly.

0125      B 140 T - 08 showing 376, 387.8, 550 Hz lines  
            C/C 050 to investigate T - 08

0150      T - 08 not regained after the alteration

0225      Faint explosion heard sector - no bearing

0250      Second faint explosion heard - no bearing

0300      Nothing further on T - 08  
            C/C 260 to centre of patrol area

0320      B - 136 T - 08 regained

~~SECRET~~~~UK EYES 'B'~~

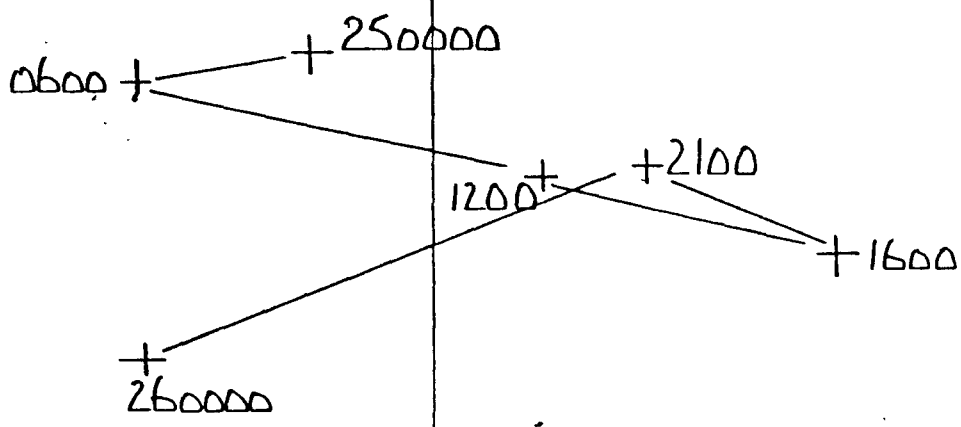
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250000 - 260000

~~SECRET~~

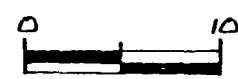
UNCLASS/MPM

~~UNCLASSIFIED~~



47°s.

58°w.



1 inch = 10 MLS.

~~SECRET~~

B-157

UNCLASS/MPM

~~UNCLASSIFIED~~

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

0400 T - 08 faded

0558 C/D PD Routine, Fix and Domestics  
Traffic received COR 394 - NIMROD surface search

0640 Listening out for NIMROD's Blind broadcast - nothing heard

0641 B - 010 Dangerous I Band racket. E - 28 PRF 375 PW 1.2  
Poss Searchwater

CO COMMENT

E - 28 is the NIMROD from COR 394, ETA 70 NM NE of my present position at 0600, then tasked to fly due west. Therefore E - 28 should move left.

0658 B - 270 E - 28 PRF 750/350 Pulse compressed ARP5 Searchwater  
Nothing heard from the NIMROD

0759 CO COMMENT

Have spent the last 2 hours trying to patch together a grouper - only to find it is for ONYX. No sign of COR 393, it must be the daily Sitrep grouper. However ONYX's signal was a sitrep of yesterdays fighting. A sad day for the RN.

0800 Position 46 38.5S 58 01.4W  
The shaft click is now held as a tonal, centre frequency 480Hz.  
However the seastate is low. Possibly surface reflection  
Weather - as at 1200

0830 C/D 200

1117 Sunrise

1156 B - 315 T14 - 12.5 Hz spacing  
B - 342 T13 - 6.5 Hz spacing

CO COMMENT

T 13, T 14 believed to be associated with the WP F/V's  
Will monitor just in case they are different

1208 C/D PD Routine and fix  
Weather Wind 15 knots from 300 Vis 10NM  
Seastate 2 from 300 SSS 2 - 3  
Cloud 40% SVP 020 - 4875  
260 - 4875

T - 13, T - 14 lost on return to PD

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

UK EYES 'B'

CO COMMENT

The shaft click(s) still persist. Mechanical team have run out of ideas as to how to fix it. I still believe it is internal.

1252 Signals received COR 393 - Int update (garbled)  
 395 - Int up date  
 396 - Form Brown  
 397 - Pt 3 Areas  
 398 - TRACKER sortie  
 399 - Pt 2/4 Areas

1253 Explosions heard - No bearing

1500 CO COMMENT

Three hours at PD obtaining traffic and conducting ESM/Visual search. I have been given a small area change moving me west to cover S209 Class transit route. Still one signal (COR 393) to break: yesterday's Int update. Intentions are to go deep and move SW for 50 miles to patrol centre of southern part of present areas. The low sonar sea is 'flooding' the array with diesel signatures - the majority from the NW where the WP F/V's are.

1525 C/D 590 C/S 21.

1740 C/S 6 C/D 200

1803 C/D PD Routine fix and domestics

Weather:	Wind 10 knots from 310	Vis 1 NM
	Seastate: 1 from 310	SSS 3 - 4
	Cloud: HAZE	SVP 020 - 4875
		070 - 4875
		080 - 4863
		220 - 4855
		240 - 4845
		400 - 4823
		520 - 4823

Traffic received COR 400 - C130 west of FI  
 SALTA's - TFX problems  
 NN - NEPTUNE detection by Pt Two

CO COMMENT

Visibility is very poor in haze. Intentions now are to continue ASW patrol looking for S 209 - SAN LUIS

1922 C/D 200

Position 47 01.9S 57 53.7W

~~SECRET~~

B-159

UK EYES 'B'

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

2016 . Sunset

2356 C/D PD Routine Fix and domestics

CO DAILY SUMMARY

1. Another quiet day. NIMROD in the morning produced no worthwhile intelligence.
2. I have moved to the South of my area in response to COR 397, to continue ASW Patrol for SAN LUIS.
3. Defects that continue to annoy are: -
  - a. WARNER - various forms of intermittent interference
  - b. Shaft knock/click - again not continuous and 'unstable' in description, but I believe internal.

THURSDAY 27 MAY 1982

0015 Signal received COR 401 - ARG's moving?

CO COMMENT

Have spent the last 20 minutes receiving COR 398 - 401 on BILAT which is most annoying as I had RASON'ed and ZID'ed for COR 398 - 400 on channel 5 six hours ago. The two Broadcast Controllers can't be liaising with each other.

0050 B - 350. Possible darkened Aircraft in Position 47 11.55 58 06.4W

XXXXXXXXXXXXXXXXXXXX

ACTION STATIONS

OOW COMMENT

Medium sized shape, moving above the horizon left to right. If it was an aircraft, range 4 - 6 kyds  
Clear, starry night, no moon

CO COMMENT

OOW considered this to be an aircraft  
Nothing on WARNER throughout the time at PD  
XX  
XXXXXXXXXXXX

~~SECRET~~

~~UK EYES 'B'~~

UNCLASS/NPM

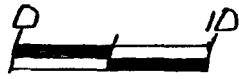
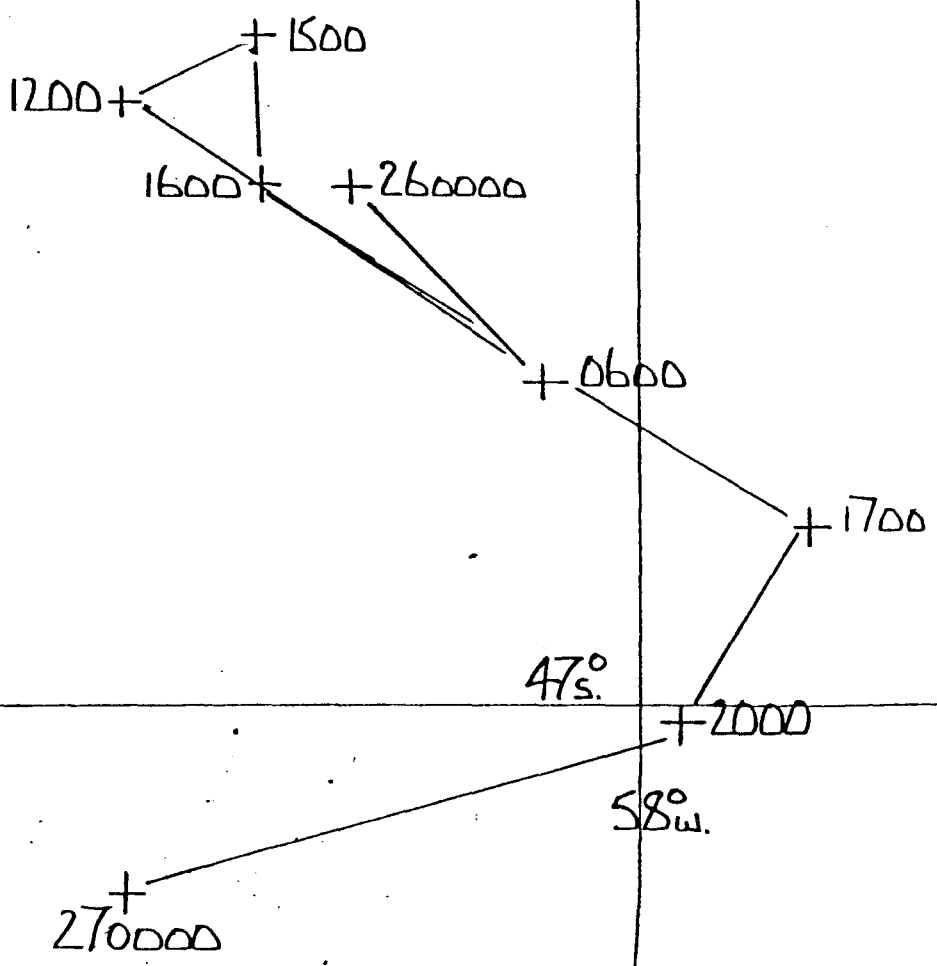
260000<sup>2</sup> - 270000<sup>2</sup>

SECRET

UNCLASSIFIED

N

UNCLASSIFIED



INCH = 10 MILS.

SECRET

UNCLASSIFIED

B-161

UNCLASSIFIED

~~SECRET~~~~UK EYES 'B'~~

UNCLASSIFIED

0135 C/D 260 C/S 4 C/C 100  
B - 310 R - 29 kyds

CO COMMENT

Continuing search for SSK. COR 401 suggests ARG W/S may attempt a SAG Attack tonight from West of FI.

0230 B 013/107 T - 24 3298Hz - Possible Gearing Whine

0250 C/C 330 to resolve Bearing of T - 24

B103 T - 24 This could be T08,11,17,21 held during the last few days regained

0452 Very loud B10 all round

0555 C/D PD Routine and fix

Traffic received COR 402 - 405. Two very long signals received with no hassle from operational depth!

CO COMMENT

COR 402 - ARG update suggests that there are no preparations for a SAG attack from the West. I intend to believe this. Furthermore NO surface ship activity from North. SAN LUIS might (?) be through within 24 hours.

0715 C/D 200

0800 Position 47 33.4S 58 13.2W

1116 Sunrise

1137 C/D PD Routine and fix

Weather:	Wind 15 knots from 355	Vis 10NM
	Seastate 1 from 355	SSS 2
	Cloud 60%	SVP 010 - 4854
		070 - 4852
		140 - 4845

Traffic received COR 406, 407, Cancellation for 408

1230 C/D 200

~~SECRET~~

B-162

~~UK EYES 'B'~~

UNCLASSIFIED





N

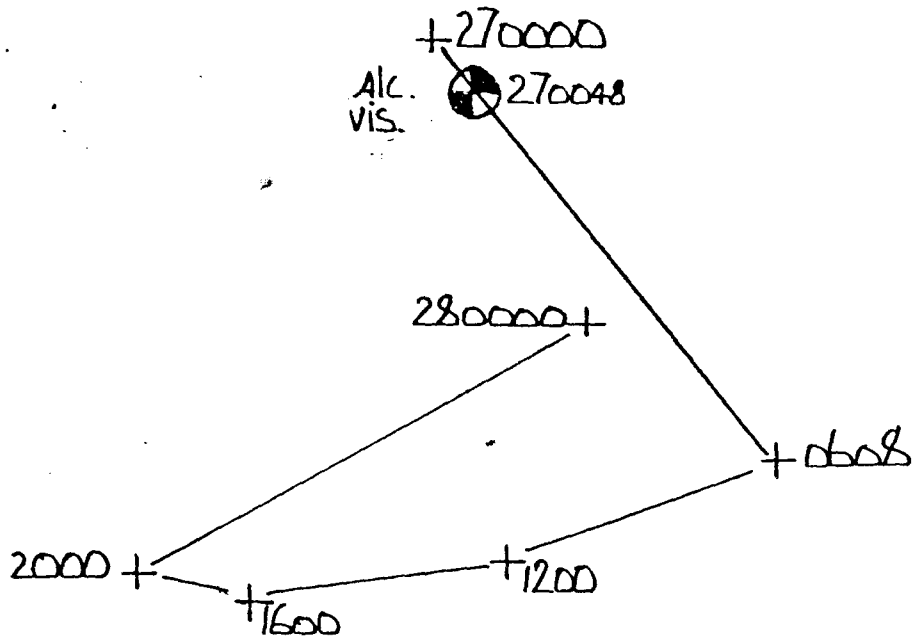
UNCLASSIFIED

270000<sup>2</sup> - 280000<sup>2</sup>  
~~SECRET~~

~~UNCLASSIFIED~~

47°

58w.



INCHES = 1000 FT.

~~SECRET~~

~~UNCLASSIFIED~~

UNCLASSIFIED

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

0208 C/C 080 - Ranging Manoeuvre on S - 87  
Weapon Readiness State One

CO COMMENT

Although S - 87 is still only BIO, it is very loud and suspicious  
Intend investigating further.

0220 C/D 200 C/S 5 C/C 150  
Now loud BIO B - 090 to 180

0222 3 transmissions Sonar  
B - 150 R - 3 kyds PPI echo only

0231 C/C 040  
B - 130 1936 Range 6.4 kyds  $\pm$  0.6  
LOP indicates a stationary contact at 3 kyds

0240 S - 87 FCS (Average) 175/6 kyds 165/4 AOB 165 Port  
C/C 090

0246 C/C 135

0252 3 transmissions Sonar - No contact

0256 C/S 9 C/C 060 - Open range from S - 87

CO COMMENT

On completion of routine went deep and on CSA's obtained a range  
of 7000 yds on a Heavy Bio contact. After moving the bearing from  
010 to 170 and going Active twice, the final classification is still  
BIO.

0559 C/D PD Routine and fix  
Weather Wind 10 knots from 020      Vis 10NM  
          Seastate 2 from 020          SSS 3 - 4  
          Cloud 10%                    SVP 020 - 4878  
  080 - 4878  
  190 - 4850

0625 No new traffic  
C/D 200

0800 Position 47 01.7S 57 50.5W

~~SECRET~~

B-165

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

1124 Sunrise

1149 C/D PD Routine and fix  
 Received COR 419 - Admin/Familygrams  
 420 - Pt 5 problems with DCB  
 418 - For COURAGEOUS (DCB)

CO COMMENT

COR 419 Why put a whole lot of "Nice to have" signal traffic eg Squadron games/Pay etc on a VITAL signal - They are not using the idea correctly

COR 418 ARG Sitrep. The intelligence team still persist in the belief that the CVA is off Cape BLANCO. If so what is she doing and why has SPARTAN not found her? Remaining forces are in BELGRANO Area. SAN LUIS may either be there or have passed through my Area to patrol North of FI.

I think my patrol is now aimed at equal targets in the form of ASW - SSK SAN LUIS and  
 ASV - CVA  
 both probably unlikely! We will keep trying.

1329 C/D 200

1758 C/D PD Fix and Routine  
 Weather: Wind 12 knots from 270 Vis 10 NM  
 Seastate 2 from 270 SSS 3  
 Cloud 90% SVP 020 - 4865  
 050 - 4850  
 180 - 4845

Traffic received COR 421 - Areas

1925 C/D 200

2000 Position 47 20S 58 11W

2017 Sunset

2245 Having plotted hourly bearings of S60 since 1500 it is now evident that it is a stationary patch of BIO 25 NM to NW of my present position.

2356 C/D PD Routine and fixCO DAILY SUMMARY

1. Quiet Day - Investigating noisy BIO contacts, but nothing on them to suggest an SSK.
2. The Intelligence Organisation seems to think that the CVA is still off CAPE BELGRANO.
3. My area is certainly very quiet with the other Units of TG 324.3 being manoeuvred to follow up possible intelligence information.
4. The Land Forces have started their advance.

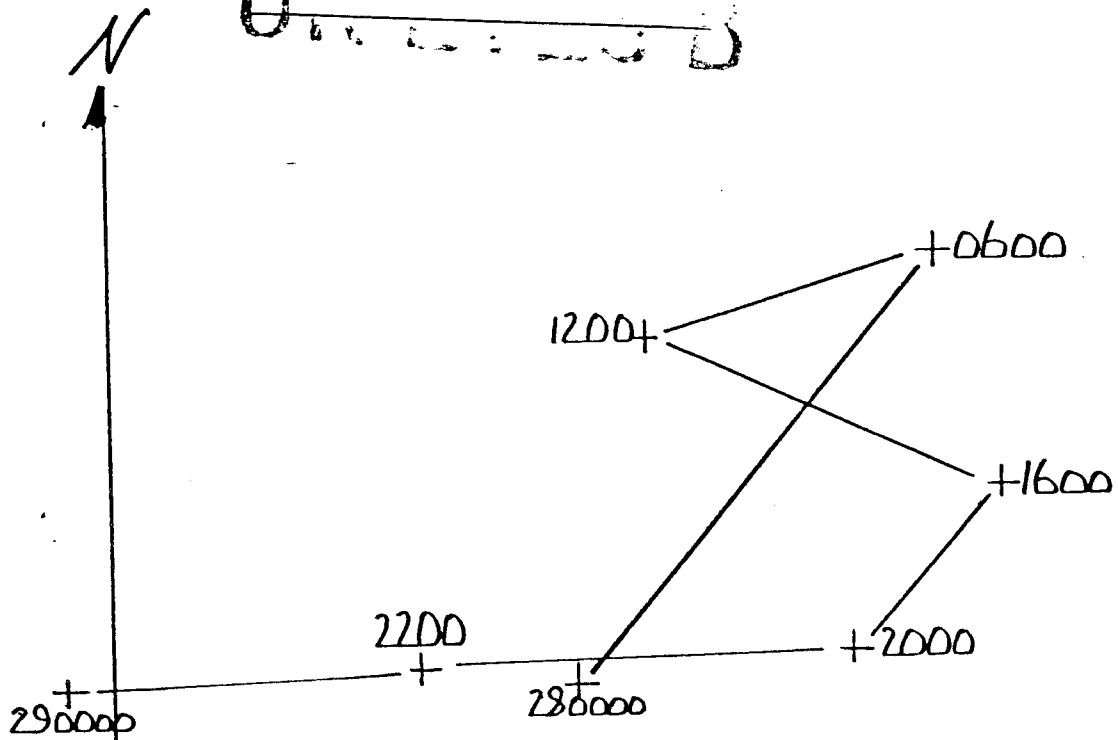
*Scott* UNCLASS/NPM

280000<sup>2</sup> - 290000<sup>2</sup>

~~SECRET~~

UNCLASSIFIED

U N C L A S S I F I E D



1 INCH = 10 MILES

48°S

59°W

~~SECRET~~

UNCLASSIFIED

U N C L A S S I F I E D

B-167

~~SECRET~~

UNCLASS/MPM

~~UK EYES 'B'~~SATURDAY 29 MAY 1982

0030 Traffic received NN Pt 1 BANDEIRANTE Racket  
 COR 421 Pt 1/Pt 6 Areas  
 COR 422 Heads down - NEPTUNE  
 COR 423 Pt 3/Pt 6 Areas

CO COMMENT

COR 423 allocates PIG 3 Kilo WEST to Pt 6 at 290600  
 but does not cancel it for me until 290900!  
 We have therefore been allocated the same area for 3 hours.

0140 C/D 2000355 B - 154 S 69. From LOP stationary BIO contact Range - 43 kyds0600 Not returning to PD as planned. Intend repair HP Air burst  
 in Control Room on HPB 17 and then going up0800 Position 47 15.6S 58 39.4W1045 C/D PD Routine and fix

Weather Wind 5 knots from 295  
 Seastate 1 from 295  
 Cloud 60%

Vis 5 NM  
 SSS 2 - 3  
 SVP 020 - 4845  
 260 - 4845

Signals received COR 424 - 428

1125 Sunrise

1500 CO COMMENT

Four hours receiving signal traffic and conducting ESM/Visual search  
 - no contacts. Only information of possible interest is that a Type  
 42 may be sailing to attack RN Surface Units. However my assessment  
 of the ARG Navy's Will to fight does not match that of the Intelligence  
 Team's back home.

Intend continuing my ASW/ASV Patrol to the East.

1522 C/D 200

1750 C/D PD Routine and fix

Weather: Wind 20 knots from 235  
 Seastate 3 from 210  
 Cloud 60%

Vis 10 NM  
 SSS 3  
 SVP 020 - 4878  
 180 - 4878

1814 No new traffic  
 C/D 200~~SECRET~~

UNCLASS/MPM

B-168  
~~UK EYES 'B'~~

290000' - 300000'

N  
A

+ 300000

+ 20000

47°

58 W.

+ 1500

+ 1100

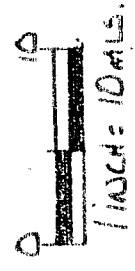
+ 0500

290000

UNCLASS/NPM

(No page 8-164)

170



UNCLASS/NPM

SECRET

~~SECRET~~~~UK EYES 'B'~~

UNCLASSIFIED

2000 Position 47 00.6S 57 23.5W

2014 Sunset2348 C/D PD Routine and fixCO DAILY SUMMARY

1. A Quiet Day patrolling Centre of Area.
2. The rougher Weather is making it difficult to receive SSIXS traffic.

SUNDAY 30 MAY 19820220 Traffic received 429 - 4330400 CO COMMENT

COR 430 - ARG Units are still assessed to be either at P BELGRANO or off B BLANCO area. Do not believe there will be a submarine through my area.

It has taken  $3\frac{1}{2}$  hours to receive 5 signals - principally due to a defective board on our equipment. Intend going deep and running West at 21 knots for 1 hour to get back towards the centre of my area - prior to 0600 routine!

0405 About to go deep when COR 434 started coming in - 840 groups (EXCLUSIVE) on channel 5. This should be fun!0630 HP Air Burst in CR on HPB 17 againCO COMMENT

After  $6\frac{1}{2}$  hours still one signal outstanding, but going deep because of HP Air Burst. All this has certainly ruined tonight's search for a snorting SSK.

0635 C/D 2000800 Position 46 48.9S 56 34.6W0915 HP Air Burst repaired0917 C/D 590 C/S 21. Sprinting back to centre of area

1120 Sunrise

~~SECRET~~

B-171

~~UK EYES 'B'~~

UNCLASSIFIED



~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

1146 C/D PD Routine and fix  
 Weather: Wind 10 knots from 250 Vis 7.5 kyd  
 Seastate 1 from 250 SSS 2 - 3  
 Cloud 80% SVP 020 - 4874  
 140 - 4873

1315 Traffic received COR 435 - 437  
 C/D 200

1840 Have still got Diesel Tonals to the NW from the W/P F/V's

1735 C/D PD Routine and fix  
 Traffic received COR 438 - COR 443

CO COMMENT

UK SUBCAMS 301315 is their response to my 301245 Service -  
 My only comments are:-

1. I have been meticulous throughout the patrol in sending ZIDS and removing traffic from the satellite
2. What is the point of sending a ZID if UK SUBCAM's organisation is not prepared to react to it?
3. Who is meant to be serving who?
4. A pity they have to generate so much **aggro!**

1944 C/D 200

2000 Position 46 53.2S 57 24.8W

2013 Sunset

2331 C/D PD Routine and fix

CO DAILY SUMMARY

A quiet day ruined by this morning's extended comms problems.

~~SECRET~~

B-172

~~UK EYES 'B'~~

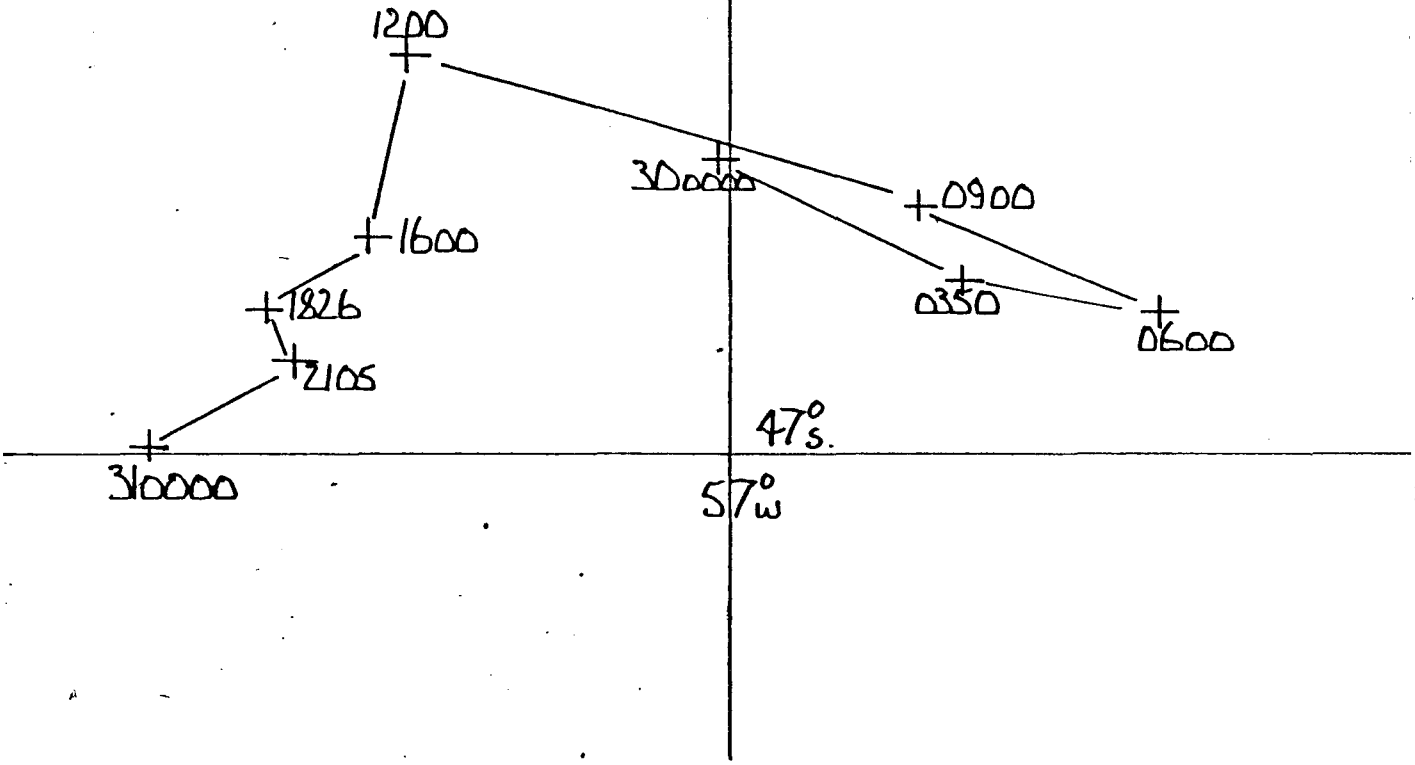
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300000-310000

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UNCLASSIFIED

~~UNCLASSIFIED~~



1 INCH = 10 MILES

~~SECRET~~

UNCLASSIFIED

~~UNCLASSIFIED~~

B-173



~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

Traffic received COR 452 - 455

CO COMMENT

At Last! Intelligence suggest that 79.2 (Type 42's and American DD's) and 79.4 (Type 69's) may be moving down the coast to an area between Port BELGRANO and DESEADO. Point 5 and ourselves are being allocated areas to Intercept; ourselves to the North of Point 5.

1930 C/D 700 for Bathy SVP 020 - 4875  
060 - 4875  
140 - 4850  
320 - 4837  
670 - 4818

1945 C/D 590 C/S 21

Heading to NW corner of present areas in anticipation of further area allocations to the West.

2000 Position 46 48.5S 58 35W

2015 Sunset

2357 C/D Routine, Fix and domestics

CO DAILY SUMMARY

A quiet day. At 1915 received instructions to move NW in anticipation of Area Allocation towards Argentinian Coast to North of Point 5.

TUESDAY 1 JUNE 1982

0100 Traffic received COR 456 - 459

0110 C/D 200 continue heading to NW corner of present Areas.

CO COMMENT

1. COR 459 moves Point 1 to East for, amongst other things, preparation for her departure home. Is she going before us?
2. No new orders for us yet. Intend patrolling this Area - establishing position of Fishing Ship and taking 0300 and 0600 routine as necessary.

~~SECRET~~~~B-175~~~~UK EYES 'B'~~

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UNCLASSIFIED

310000 - 000000

+5500

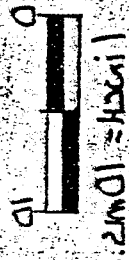
+1000

+5000

+1500

+0000

+30000



2800'

40:30'

~~SECRET~~ UNCLASS/NPM

B-176

UNCLASSIFIED

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

0255 C/D PD Routine  
Received Point 5 Sitrep

CO COMMENT

1. Point 5 Sitrep 11/82 South of 46S resulted in COR 461 and area Allocation to West.
2. Intend Running North conducting SCRAM and then proceeding West.

0350 C/D 425 C/S 20 C/C 270

0555 Partial SCRAM for Rod Group change

0615 Reactor Critical

0800 Position 44 48.4S 59 50.0W

0852 C/D PD Routine and Fix

B - 192 - White Light - }  
B - 195 - White Light - } Stopped WP F/V's R - 10 kys

Traffic received COR 462 - 467

Weather - Too Dark

CO COMMENT

COR 463 gives me a large area to West in which to operate

1025 C/D 220 C/S 21 C/C 275 - Heading for the Coast

1130 Sunrise

1509 C/D PD

Weather:	Wind 20 knots from 060	Vis 5NM
	Seastate 4 from 060	SSS 4 - 4
	Cloud 100%	SVP 020 - 4858
		160 - 4858

CO COMMENT

COR 468 - Cut off Time for areas to East of 63W is 1800Z. My speed, time, distance and that of the Controllers are a little different. I have done 12 knots West since 0700 and 20 knots West since 1100. I shall be a little late into the allocated Area.  
COR 469 - Partially decrypted - Point 2 and Point 4 go past my Area tomorrow morning.

UNCLASS/NPM

~~SECRET~~

B-177

~~UK EYES 'B'~~

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

1600 C/D 200  
 1820 Crossed 63W - BACK IN ALLOCATED AREAS!  
 2000 Position 44 45.6S 63 42.6W  
 2042 C/D PD and Routine  
 2044 Sunset  
 Received COR 471 - 473

CO COMMENT

COR 473 - Spelling out that I must not attack inside the TML

2220 C/D 2002359 CO DAILY SUMMARY

Spent the day moving North and West as the areas became available to me, closing the coast to take up a new patrol line. No interesting contacts all day.

WEDNESDAY 2 JUNE 1982

0137 C/D PD Routine and Fix  
 Weather: Wind 15 knots from 032 Vis 5NM  
 Seastate 2 from 032 SSS 3  
 Cloud 100% SVP 020 - 4902  
 270 - 4902

0246 C/D 2000247 B - 295. S - 08 Med M/V 120 rpm0306 S - 08 FCS (Poor) 288/32 kyds 020/12 AOB 87 Stbd0458 C/D PD Routine, Fix and Surface SearchCO COMMENT

Now back at PD on patrol off Bay of CAMARONES. Cape San Jose Light is visual and confirms other fixing aids. My intentions are to remain at PD as long as possible, just outside the TML and the 45 fathom line, and to monitor what goes past.

~~SECRET~~

B-178

UNCLASS/NPM

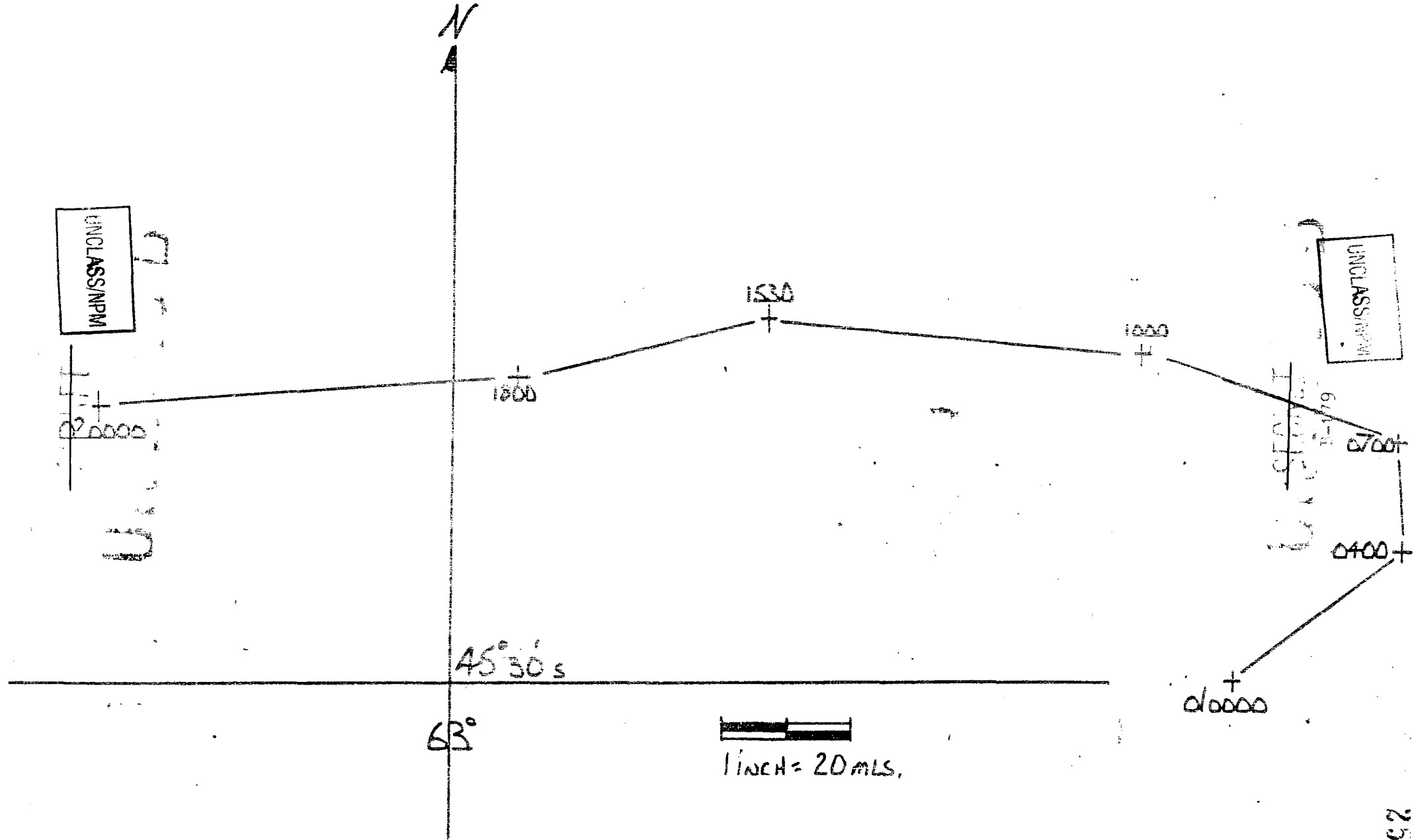
~~UK EYES 'B'~~

010000<sup>z</sup> - 020000<sup>z</sup>

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UNCLASS/NPM ~~SECRET~~~~UK EYES 'B'~~

0706 B - 354 S - 19 Single White Light. Probably S - 08 regained.  
FCS (Average) 354/12 kyds 220/10 AOB 46 Port

0800 Position 44 47S 65 08W

1007 S - 34 FCS (Good) 312/11 kyds 213/12 AOB 81 Port

CO COMMENT

It would appear that we are sitting close to the main transit lane for the East Coast of S America. S - 08 and S - 19 were probably different contacts.

1030 S52 FCS 000/16 kyds 200/15 AOB 20 Port. 2 lights visual

1150 Sunrise. Gyro Correct.

1200 CO COMMENT

There is a M/V Shipping route about 4 NM to the West of me (213/033). Visibility is excellent and the sea now a little too calm. My Sitrep 59 sent in response to COR 476 giving victualling days remaining  
- NORMAL 28  
RESTRICTED 42

Do not look forward to testing the Latter!

1235 B - 230 E - 75 Dangerous I Band Racket, PRF 300, possibly sector scanning. Possible APS 59 - C130 Hercules.

1355 B - 190 E - 94 I Band Racket. PRF 400, PW 0.7, ARP 7 or 4  
Could fit BOEING 707 or BANDEYRANTE

1500 CO COMMENT

Initial spate of M/V detected this morning seems to have finished. Intend continuing North for another 10 NM staying to seaward of 40 fathom line.

1700 S14 FCS (Average) 264/13 kyds 190/10 AOB 106 Port  
S17 FCS (Average) 306/15 kyds 190/10 AOB 64 Port

Neither visual, smoke on horizon. Classified F/V's

1826 B - 000. E - 46 Dangerous I Band Racket. PRF 1154, PW 0.4, ARP 2.5  
Probably commercial Navigation radar

UNCLASS/NPM ~~SECRET~~

B-180

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

2000 Position 44 15.5S 64 44.3W  
 Weather: Wind 5 knots from 010 Vis 15NM  
 Seastate Slight SSS 2  
 Cloud 50%

2048 Sunset

2118 B - 210, E - 80 Dangerous I Band Racket  
 PRF 392, PW 0.5, (ARP 2)  
 Poss ANAPS 503 - SEAKING ?

2126 E - 80 not regained.

CO COMMENT

Unlikely!

2220 S - 59 FCS (Good) 250/12 kyds 180/9 AOB 110 Port Medium Tanker

CO COMMENT

S - 59 is moving slowly South just to seaward of the TML  
 She is a medium sized tanker of approximately 30,000T.  
 Could be heading to Bahia CAMARONES. Is She the CAMPO DURAN?  
 Too dark to identify

2335 Start Snort Ventilating

CO COMMENT

1. Day spent patrolling parallel to the coast about 14 - 16 miles off.  
 Sea very calm and sky clear which would assist A/C in counter detection.  
 Shipping Lane established on TML. No Warship Contacts. S59, visually  
 identified as a medium sized tanker transitting south at 10 knots, might  
 have been a tanker of interest but it was too dark for a confident  
 classification.

2. I have started the business of twice daily snort ventilating  
 again. Slimming starts tomorrow!

UNCLASS/NPM

~~SECRET~~

B-181

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

258

~~UK EYES 'B'~~

THURSDAY 3 JUNE 1982

0010 Stop Ventilating

0050 B - 280. E - 97 PRF 401, PWI.4 Poss APS 128/APS 59.

0200 Received COR 479, 480

CO COMMENT

COR 479 - Daily Sitrep for 2nd suggests 79.2 and 79.4 are still to the North of me.

0800 Position 44 44.4S 65 04.4W  
Weather: Wind 5 knots from 275 Vis 15 NM  
Seastate Slight SSS 4 - 5  
Cloud 40%

0826 B - 105, S - 29 1 X 4 136 rpm M/V.

0840 Start Ventilating

0842 B - 010, E - 35 Dangerous I Band. Probably S - 29. Stop Ventilating

0845 Start Ventilating

B - 010, E - 35 - COMNAV Danger level set at 1 - 9

0900 B - 350, E - 35 Dangerous, Stop Ventilating  
C/C 090 C/S 6 to open range from S - 29

CO COMMENTS

1. S 29 thought to be innocent M/V, although a rpm change and possible intermittent radar policy could indicate this is Campo DURAN proceeding TG 79.2 in accordance with COR 483. Unlikely as she is burning Navigation Lights.

2. Have only managed a total of 16 minutes Ventilating because of S - 29. Will open out to the East to get off the shipping lane and ventilate again before sunrise.

1010 Start Ventilating

1016 B - 320, E - 44 Dangerous I Band PRF 401 PW 2.1 Sector scan  
Possible C 130 BANDEIRANTE  
Secured from Ventilating - Total 22 minutes

UNCLASS/NPM

~~SECRET~~

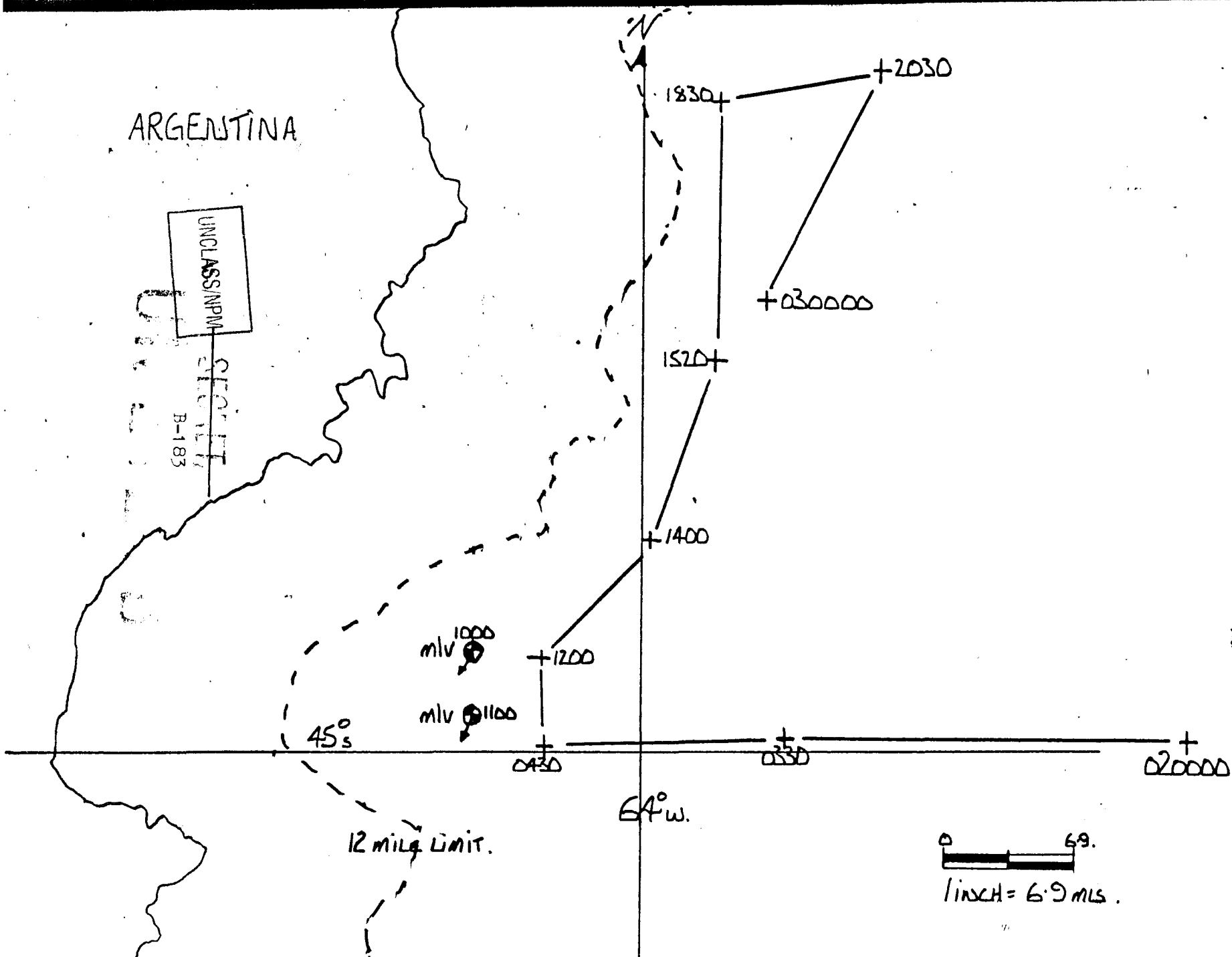
~~UK EYES 'B'~~

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UNCLASS/PPM  
SECRET  
B-183

UNCLASS/PPM

~~SECRET~~



UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

- 1144 Sunrise
- 1246 B - 304 VS 40 ESSO Tanker  
FCS (Good) 304/5.5 kyds 215/13 AOB 99 Port  
Initial Sonar detection range of VS - 40 = 80 kyds
- 1358 B - 255, VS - 76 Medium M/V  
FCS (Good) 255/7 kyds 350/13 AOB 85 Stbd
- 1400 B - 341, S - 70 2 X 5 192 rpm. Nothing visual
- 1415 B - 295, E - 82. Dangerous I Band. Classified COMNAV. Nothing Visual
- 1418 HP Air burst in the Motor Room
- 1440 CO COMMENT
- Now at 44 48S 65 20W on the TML at the CPA to CAMARONES Bay. A good visual search into the Bay has revealed no contact in slight ANAPROP conditions, I cannot quite see the shore line although the coast is clear. A contact bearing 325 (S - 70) might be a 2 X 5 or 2 separate contacts. Nothing visual, but could have come from direction of SANTA ELENA. E - 82 probable classification is Commercial Nav.  
Assessment - Nothing of interest in the Bay yet.
- Intentions:- Retiring to East to seaward of shipping lane again to patrol North along the TML
- 1 455 B - 220, V - 08 .FCS (Good) 220/15 kyds 020/12 AOB 20 Stbd  
C/C 100 to open range
- 1504 B - 030 E - 82 has moved right with S - 76. Confirmed COMNAV Associated with S - 76.
- 1642 B - 250, E - 05 'I' PRF 401 PW 1.6 ARP 2 - 3 poss BANDEIRANTE
- 1712 B - 135, E - 07 'I' Band, 1 sweep only. From PW poss C 130
- 1801 B - 160, E - 14 Dangerous I Band PRF 389 PW 0.6 ARP 2  
Possibly equates E - 05, E - 07 Best fit of parameters ANAPS 503 is a Seaking

CO COMMENT

Unlikely!

UNCLASS/NPM

~~SECRET~~

B-184

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

1950 B - 335 R - 6 kyds Aircraft visual. Height 4/5 kfeet(Uncertain)  
Heading 340 in position 44 43.5S 66 06.8W

OOW COMMENT

Large Tail Fin, generally same shape as C130 - However  
Possibly TRACKER/BANDEIRANTE

CO COMMENT

Aircraft not classified by OOW - Not known if high or low, or  
whether we have been counterdetected. The Cloud base is 2000  
feet to the SE.

Possible Explanation: A/C came out of the cloud whilst descending  
towards Peninsula BETBEDER. No racket as  
under silent EMCON policy

2000 Position 44 43.5S 66 06.8W  
Weather: Wind 10 knots from 050 Vis 15 NM  
Seastate 1 from 050 SSS 4 - 5  
Cloud 100%

2024 Warner Clearance - No rackets

2051 Sunset

2206 B - 295. S - 25 1 X 5 144 rpm M/V. Nothing visual.  
FCS (Poor) 295/24 kyds 030/14 AOB 85 Stbd

2252 S - 25 FCS (Average) 325/25 kyds 035/12 AOB 110 Stbd

CO COMMENT

This puts S - 25 approximately 3 NM's off SANTA ELENA

2308 Start Ventilating

2359 Stop Ventilating

CO DAILY SUMMARY

1. A day spent reading too much into the activities of innocent Merchant Ships. Sea very calm and excellent visibility meant PD was not a good place to be for avoiding counter detection.
2. At 1440 - a good look into the Bay of CAMARONES produced nothing of interest.
3. No sign all day of ARG Warships.
4. I hope the aircraft that was sighted at 1950 was a C130 under EMCON silence, that had dropped below the clouds to land somewhere near us, and was not more significant.
5. Having spent the last two days investigating the Bay of CAMARONES I will look a little further up the coast tomorrow.

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM ~~SECRET~~  
~~UK EYES 'B'~~

FRIDAY 4 JUNE 1982

0040 S - 28 FCS (Average) 326/16.5 kyds 040/15 AOB 106 Stbd  
 Classified - Coaster

0220 Signals received COR 489 - 491

CO COMMENT

The need to steer 090 to get reasonable reception on SSIIXS is frustrating

0555 B - 080. E - 33 Dangerous I Band PRF 474 PW 0.7 ARP 1.8  
 Possible DRAC fitted in a MIRAGE (Very tenuous classification)

0605 Warner Clearance- no rackets

0800 Position 44 20.1S 64 47.1W  
 Weather: Wind 25 knots from 030 Vis 8NM  
 Seastate 4 from 030 SSS 3 - 4  
 Cloud 100%

0813 Start Ventilating

0844 Stop Ventilating

1120 C/D 180 C/S 10 C/C 065 - Heading for GOLFO SAN JOSE

1130 CO COMMENT

1. The weather has increased over night which:-
  - a. has made receipt of traffic more difficult
  - b. decreased the visibility
  - c. decreased the excellent sonar conditions
2. COR 493 has now been decoded. Allocates me areas to the North in response to intelligence that HERCULES (Type 42) has damaged shaft and returned to P BELGRANO with TRINIDAD in company.  
 Intention: - Go deep and head North to set up a patrol off DELGADO point to see if they decide to cross TML.

1136 Sunrise

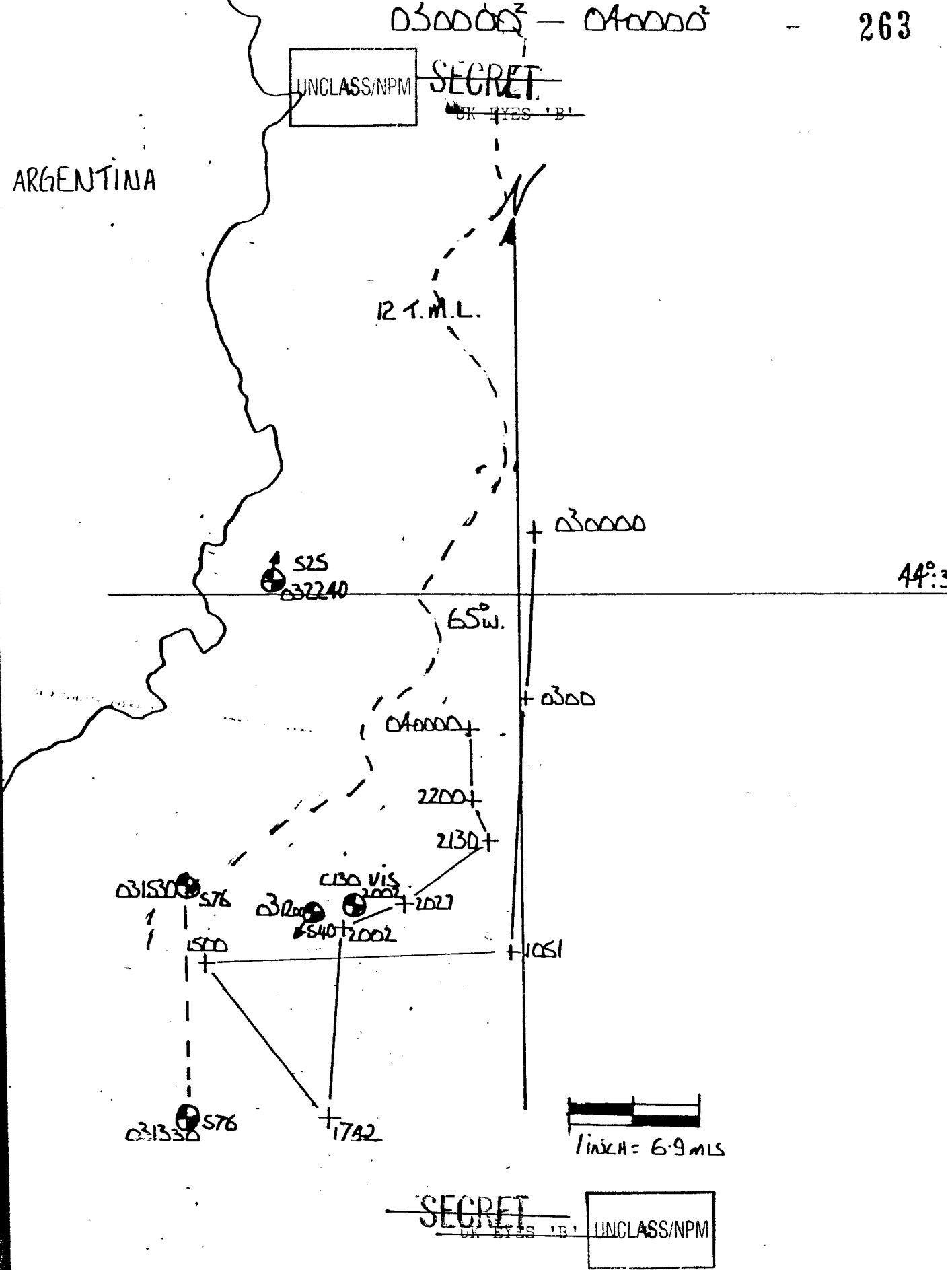
1410 C/D PD Routine and fix  
 Received COR 495 - 498

1715 S - 05 FCS (Poor) 050/24 kyds 320/13 AOB 90 Port  
 Classified M/V

UNCLASS/NPM ~~SECRET~~  
~~UK EYES 'B'~~

UNCLASS/NPM ~~SECRET~~  
UK EYES 'B'

ARGENTINA



~~SECRET~~  
UK EYES 'B' UNCLASS/NPM





UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~SATURDAY 5 JUNE 1982

0150 B - 000 S - 21 1 X 5 134 rpm - Good propeller, Poss W/S  
C/D 170 C/S 14 C/C 000 to close

CO COMMENT

If S - 21 is the T - 42, She is ahead of her estimated DR.  
Intend to close range to identify - if only II was working!

0250 C/D PD C/S 6

S - 18 FCS (Average) 224/12 kyds 180/13 AOB 136 Port (Visual)  
Classified Med M/V  
Nothing heard of S -21; possibly blanked by S - 18

0255 C/C 190

Intention is to head South looking for S - 21

0650

CO COMMENT

No sign of T - 42. Contact S - 21 might have been her but cannot  
be sure. Going deep for two hours to start transit to SAN JOSE  
Gulf.

0652 C/D 160 C/S 10 C/C 020. Traffic - close up to COR 505.

0800

Position: 42 34.6S 63 07.6W  
Weather: Wind 15 knots from 290  
Seastate 2 - 3 from 270  
Cloud ZERO%

Vis 10 NM  
SSS 5  
SVP 060 - 4916  
160 - 4916

0857 C/D PD Routine, Fix and ventilate

0903 Start Ventilating

0948 Stop Ventilating  
Traffic - COR 506, 507

0956 C/D 140 C/S 10 C/C 035

1137 C/D PD - Fix

1138 Sunrise

1215 S - 08 FCS (Average) 050/14 kyds 230/10 AOB Right Ahead  
1 X 4 194 Revs - F/V or small M/V

UNCLASS/NPM

~~SECRET~~

B-189

~~UK EYES 'B'~~

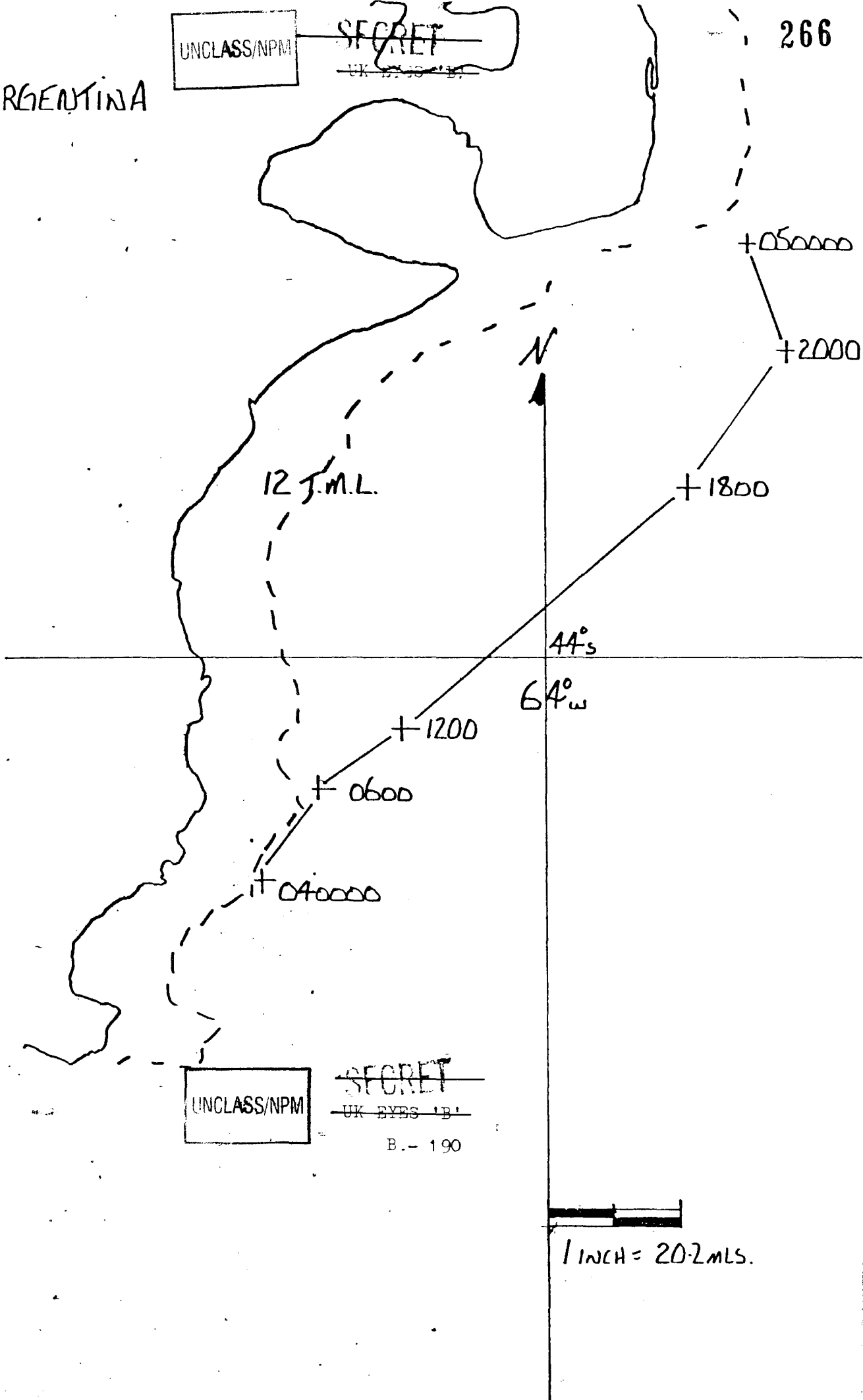
UNCLASS/NPM

~~SECRET~~

~~UK EYES 'B'~~

266

ARGENTINA



UNCLASS/NPM

~~SECRET~~

~~UK EYES 'B'~~

B.- 190

1 INCH = 20.2 MLS.

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~CO COMMENT

Resuming transit to Gulf of San MATIAS. SINS appears to have started to wander for no apparent reason, the corrected position is some four miles SE of the fix. I will have to monitor it carefully if it is to be of use inside the Gulf. Intend fixing again at 1500

1430

CO COMMENT

We have now crossed the most shallow part of the entrance to the Gulf of MATIAS - minimum sounding below keel was 34 feet at a depth of 130 feet = 27 fathoms which ties in with charted depths..

1451

C/D PD - Fix

1512

Punta NORTE light house visual - confirms SATFIX

CO COMMENT

1. Have now penetrated the shallow entrance to the Gulf and am at PD in calm conditions. Fix would suggest that the predicted TS is not as strong as that assessed (Well inside Pool of Errors).
2. Receiving at least 6 signals
3. Intend going deep to patrol in towards TML off entrance of Gulf San JOSE. Reasons:-
  - a. Nothing around Visual/ESM/Sonar
  - b. Do not want to risk counterdetection and give myself away to an A/C in the calm conditions.

1600

C/D 160 C/S 12

1813

C/D PD Routine and fix

CO COMMENT

Intentions are to patrol within 3 NM of a point 030. Entrance to Gulf San JOSE 20 NM. If she is there (!), comes out and goes West will probably leave it at that. If she heads East then I can "Corner Flag" to catch her to the North of Pta NORTE. If nothing detected all night and nothing from CTG 324.3, will probably spend tomorrow going back to CAMARONES Bay.

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'D'~~

2000 Position 41 53.5S 64 01.9W  
 Weather: Wind 15 knots from 035 Vis 16NM  
 Seas+ate 2 from 040 SSS 6  
 Cloud 100% SVP 020 - 4890  
 100 - 4890

2045 COR 515 received

CO COMMENT

1. COR 515 considers that the Target might cut corners whilst in the Gulf. The message - despite above comment is clear! Therefore intend moving to a position off the entrance to the Gulf of San JOSE and, if necessary, sprinting to NW corner of San MATIAS Gulf.

2. Nothing sighted along the coast and nothing on Sonar. Either not out, or she has gone West already and was not held on sonar.

2051 Sunset

2105 C/D 180 C/S 14

2146 C/D PD C/S 6 - Vis, ESM, Sonar search for Target

2215 C/D 240 C/S 21 C/C 340

CO COMMENT

No contacts at all! She is not here. Heading towards NW corner of Gulf San MATIAS

2216 B - 265, T - 10. 47 5.6Hz - Possible shaft rub

2355 C/D PD C/S 6 - Fix

CO DAILY SUMMARY

Have spent the whole day following the likely 'track!' of the T42 without apparent success.

Entered San MATIAS Gulf at 1430 and 'loitered' NE of San JOSE Gulf from 1800 - 2100 to be ready for her to come out at 2000 as predicted. No sign of her so headed NW to intercept her DR if she went West about the Gulf inside the TML.

UNCLASS/NPM

~~SECRET~~

B-192

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~SUNDAY 6 JUNE 1982

0023 C/D 240 C/S 20 C/C 355, heading towards the NW corner of the Gulf

0015 C/S 6 Start search of area

0135 C/D PD

0210 CO COMMENT

Have searched deep and at PD at the head of the Gulf - no contacts. The visibility is reasonable. Intend going deep for a Sonar Search to Position 41 10S 64 28W and then patrolling within 3NM of this position until 0600. Sea State is now 4. COR 516, 517 Received.

0215 C/D 200 C/S 11

0604 C/D PD Routine, Fix and Ventilate

0614 Start Ventilating

0615 CO COMMENT

Have been searching deep now for 4 hours. No contacts.

0706 B - 320, S - 57 Single white light on the bearing

0710 Stop Ventilating

0715 B - 310 S - 57. 1 X 4 210 rpm - F/V

0750 S - 57 FCS (Good) 215/3 kyds 150/5 AOB 115 Port

0800 Position 41 10.3S 64 26.9W

Weather:	Wind 18 knots from 320	Vis 6 NM
	Seastate 3 from 320	SSS 5
	Cloud 50%	SVP 020 - 4936
		140 - 4937
		230 - 4935

CO COMMENT

Only contact overnight was S - 57 - F/V  
Will remain searching in my present area until Sunrise and then start an anti-clockwise search back round the Gulf along the TML.

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

U.S. EYES 'B'

~~SECRET~~

270

U.S. EYES 'B'

ARGENTINA

N

GOLFO SAN MATIAS

+ 060000

+ 1512

+

+ 2100

+ 1900

+ 1156

SAN JOSE

+ 0737

+ 050000

43° S

64° W

20

1 INCH = 20.2 N.M.S.

UNCLASS/NPM

~~SECRET~~

U.S. EYES 'B'

B-194

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

1136 Sunrise

1150 C/D 240 C/S 20 C/C 240 - Heading for next Search Position.  
Search will be: One hour deep at 20 knots and then 30 minutes  
Visual/ESM Search at PD.

1231 C/D PD.

1310 C/D 240 C/S 20 C/C 172 - No contacts

1431 C/D PD  
COR 527, 528 received

1531 C/D 240 C/S 20 C/C 190 - No contacts

1645 C/D PD  
COR 529, 530 received

1700 CO COMMENT  
  
Nothing in sight. Seastate 4+ from the West. Decrypted COR  
526 which readily states that Intelligence is believed correct,  
but he may have been delayed by the weather - and we might like to  
stay as well!

1726 C/D 240 C/S 20 C/C 125 - Heading for TML opposite entrance to Gulf  
San JOSE

1832 C/D PD

CO COMMENT  
  
Am now on patrol off the entrance to Gulf San JOSE. Land is  
clearly visible. Intend remaining here until 070200 in case she  
is delayed before working my way East along the TML.

2000 Position 41 59.7S 64 33.4W  
Weather: Wind 25 knots from 265 Vis 10NM  
Seastate 4 from 270 SSS 2  
Cloud 40% SVF 020 - 4940  
200 - 4940

2053 Sunset

UNCLASS/NPM

~~SECRET~~

B-195

~~UK EYES 'B'~~



UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

2359 Traffic - close up to COR 536

CO DAILY SUMMARY

Spent the first part of the day until Sunrise patrolling a position on the TML in NW corner of the Gulf. From Sunrise until 1830 was spent in a sweep along the western edge of the Gulf and the remainder of the day was spent patrolling the TML off the entrance of the Gulf of San JOSE. The only contact throughout this period was a non-Fishing F/V (S - 57) at 0715.

Seastate has been 4+ throughout the day.

MONDAY 7 JUNE 1982

0001 B - 355. S - 81 Faint aural contact 240 Hz tonal

0100 Traffic received COR 535

0155 S - 81 FCS(Poor) 339/22 kyds 137/12 AOB 22 Stbd  
Classified 1 X 4 78 rpm - M/V

0250 B - 308. S - 81. Long range contact, greater than 50 kyds

CO COMMENT

Long Range M/V probably on course for San JOSE Gulf from the North. Do not intend wasting anymore time on her.

0306 C/D 240 C/S 12 C/C 075

CO COMMENT

Received Service from UKSUBCAMS concerning number of recent 'one-liners' sent. Stated they were unnecessary without any query as to the possible reasons. This resulted in my Sitrep 67 to S00 asking him to spell out to UKSUBCAMS my comms problems.

0515 C/D PD Routine, Fix and Ventilate

0523 Start Ventilating

0628 Stop Ventilating

CO COMMENT

Ventilated for 1 hour and 5 minutes to try and achieve one only in a 24 hour period

UNCLASS/NPM

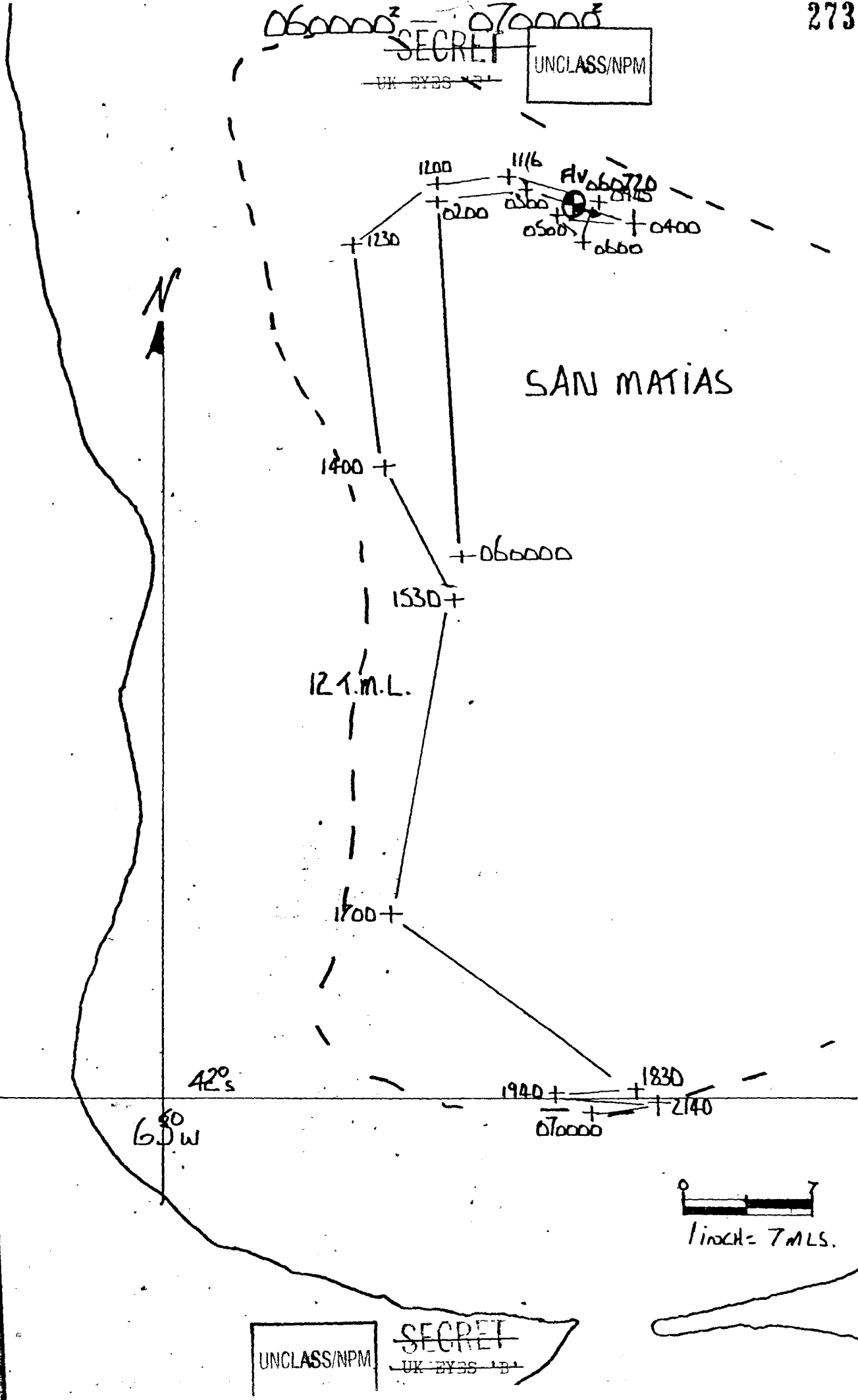
~~SECRET~~~~UK EYES 'B'~~

060000<sup>3</sup> - 070000<sup>3</sup>

~~SECRET~~

UNCLASS/NPM

~~UK EYES~~



SAN MATIAS

12 I.M.L.

1 inch = 7 M.L.S.

UNCLASS/NPM

~~SECRET~~

~~UK EYES~~

~~SECRET~~

UNCLASS/NPM

274

~~UK EYES 'B'~~

0703 . C/D 140 C/S 7.5

CO COMMENT

Too rough in short sea for a sensible WARNER/Visual search.  
Have therefore gone deep to conduct a sonar search.

0728 Array heard to bottom  
Keel depth 130', Speed 7 knots, Depth of water 240'

CO COMMENT

The array appears to be trimmed with the after end at a shallower depth than the forward. Electrically it is working correctly - It may be damaged - time will tell.

0800 Position 41 48.7S 63 46.5W  
Weather: Wind 25 knots from 300 Vis 12 NM  
Seastate 4 from 350 SSS 6  
Cloud 40% SVP 020 - 4958  
190 - 4958

1058 C/D PD Routine and Fix

1138 Sunrise

1227 B - 005 E - 15 I Band Racket - No classification

1315 B - 020 E - 16 I Band Racket PRF 392 - 401, PW 2.2  
Possibly Sector Scan. Possibly APS 128/APS 504 - Airborne Nav

CO COMMENT

Trying to obtain a fix, but SATNAV has predicted no good fixes until 1440. Believe I require one before departure. Intend going deep for 1 1/4 hours before coming up for fix.

1428 C/D PD Routine and fix

1454 C/D 130 C/S 10 C/C 130

1620 B - 135. S - 31 Shaft rub, Poss 2 shafts 108 rpm  
C/D to investigate

1628 C/D 130 - Nothing Visual. Better and final classification 1 shaft - M/V

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~1715 CO COMMENT

Now in the shallow part of the entrance to Gulf San MATIAS -  
37 feet below the keel at 120'.

1716 S - 31 FCS(Very Poor) 155/25 kysds 000/12 AOB 25 PORT

2000 Position 42 22.1S 62 52.1W  
Weather: Wind 30 knots from 350 Vis 8 NM  
Seastate 6 from 310 SSS 6+  
Cloud 90% SVP 020 - 4930

Traffic received COR 544 - 549

2043 B - 270 E - 68 I Band PRF 397, PW 2.0 Possible Sector scan.  
Possibly AVQ 21 carried on BOEING 707.

2045 Sunset

2046 E - 68 ceased

2100 CO COMMENT

1. 6 signals for me - all PL; MAGIC! Only 2 of interest  
548 with some LDR Ch 5 SSIXS times 7 to 15 June and 547 with  
plans for Point One and us, and long term S/M operational plans  
down here. SOPO believes we have food, until 30 June, so I shall  
readvise him.

2. Fix was 3 NM from EP.

3. Sea is still very rough - intend going deep and moving  
South West

2146 C/D 120 C/S 10 C/C 235

2359 CO DAILY SUMMARY

1. Spent first half of the day conducting Visual/ESM/Sonar search  
of SE corner of Gulf San MATIAS - no contacts. Therefore decided  
to move out of the Gulf as I had missed my target. Delayed by fixing  
problems until 1500.

2. Transit Eastwards no problem. TA dragged along bottom, but  
appears alright.

3. Sea was very rough all day.

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~TUESDAY 8 JUNE 1982

0125 S - 75 FCS (Poor) 290/25 kyds 020/12 AOB 90 Stbd  
1 X 4 132 rpm - M/V close inshore

0255 C/D PD Routine, Fix and Ventilate

0306 Start Ventilating

0415 Stop Ventilating

CO COMMENT

Ventilated for 1 hour, 10 minutes while receiving traffic - 6 signals  
COR 555 - Changes ROE 15, allowing attack on ARG Aux under escort  
outside FI thought to be about to resupply FI.  
COR 561 - orders me to make ground back to Bay of CAMARONES  
Area - 150 NM to SW.  
COR 555 - reports HERCULES arrived at BELGRANO 061600Z, 17 hours  
ahead of schedule. Therefore we missed her before even entering  
Gulf San MATIAS. However it was an interesting experience!

0448 C/D 150 C/S 12 C/C 215

0800 Position: 43 33.2S 63 11.5W  
Weather: Wind 25 knots from 287 Vis 8 NM  
Seastate 3 from 287 SSS 3  
Cloud 20%

1030 C/D PD Routine

1145 Sunrise

1200 CO COMMENT

Taking fix and 4 new signals (COR 556 - 559) - nothing of importance  
for us but good Sitrep from the FI. If UKSUBCAMS were to react to  
one ZID it would cut our time at PD on transit by nearly half.  
Intend continuing transit to CAMARONES BAY

1201 C/D 150 C/S 12 C/C 230

1830 C/D PD Routine and Fix

1905 B - 260, E - 96. Dangerous I Band PRF 400 PW 2 ARP 10  
Sector scanning. Poss AVQ 21 - BOEING 707

1911 No rackets

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

070000° - 080000°

277

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

ARGENTINA

GOLFO SAN MATIAS

070000

0600

+1700

+1630

42° S.

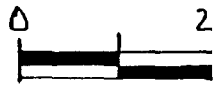
63° W

SAN JOSÉ

12 T.M.L.

+2000

+080000



1 INCH = 21 M

UNCLASS/NPM

~~SECRET~~

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

1930 B - 270, E - 96 regained

1959 C/D 150 C/S 10 C/C 245  
Traffic received COR 560 - 563

2000 Position 44 36.2S 64 33.8W  
Weather Wind 20 knots from 280 Vis 10 NM  
Seastate 3 from 270 SSS 6+  
Cloud 30% SVP 020 - 4905  
150 - 4905

2045 Sunset

2358 C/D PD Routine and Fix

CO DAILY SUMMARY

Day spent transitting to Bay of CAMARONES.  
The Towed Array's depth keeping is starting to effect me  
operationally.

WEDNESDAY 9 JUNE 1982

0105 C/D 140 C/S 12 C/C 260

0302 C/D PD Routine, Fix and Ventilate

0312 Start Ventilating

0330 B - 263 E - 12 I Band PRF 1069 PW 0.2 ARP 2.5 - COMNAV

0400 S - 19/E - 12 FCS (Poor) 288/36 kyds 020/12 AOB 58 Stbd 1 X 5 94 rpm  
Classified M/V

0426 Stop Ventilating

0434 C/D 150 C/S 8 C/C 250

0618 C/D PD Routine and Fix  
COR 569 received

0719 C/D 150 C/S 8 C/C 345

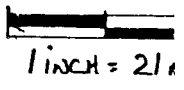
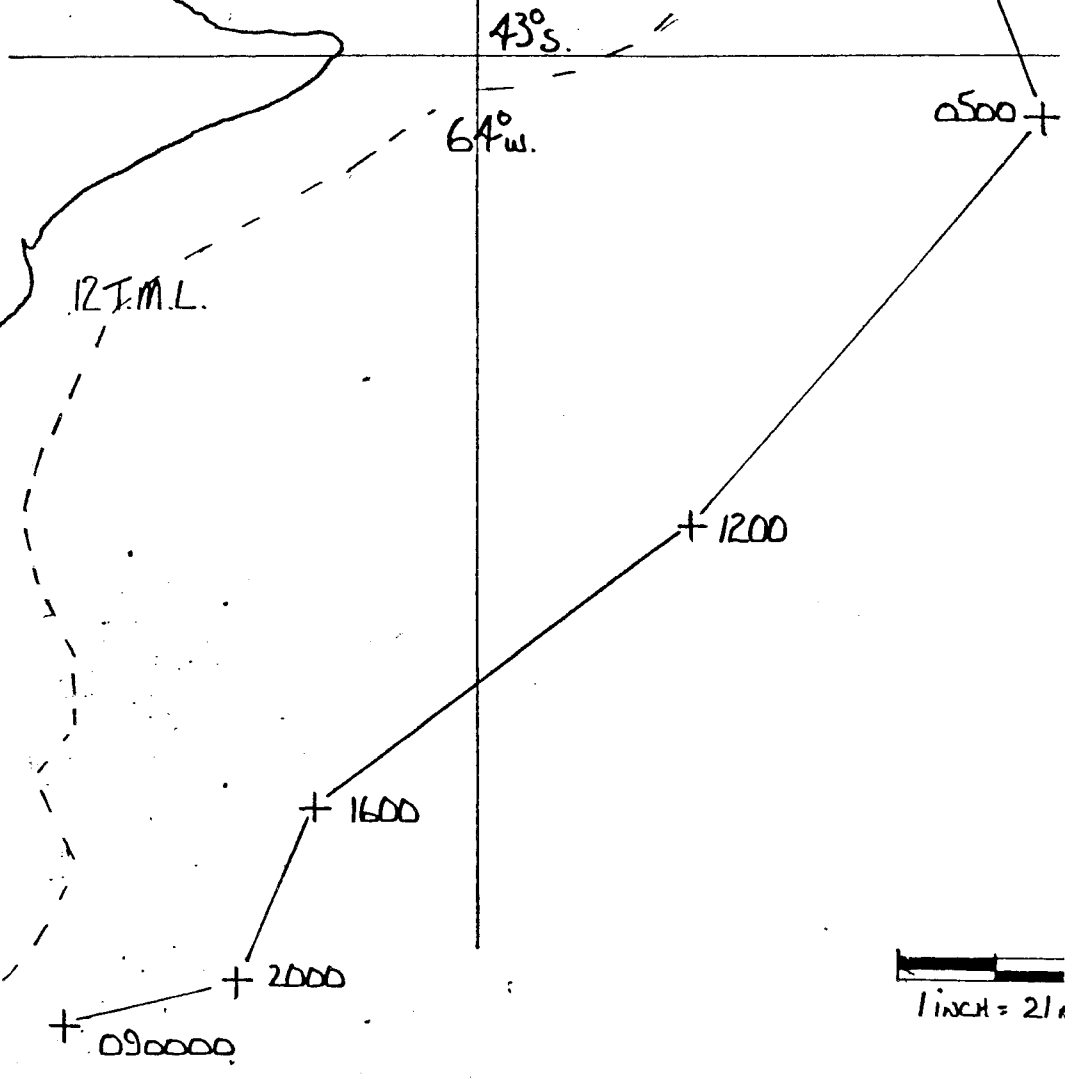
0800 Position: 45 00.7S 65 01.1W  
Weather: Wind 20 knots from 270 Vis 12 NM  
Seastate 3 - 4 from 270 SSS 6  
Cloud ZERO% SVP 020 - 4903  
100 - 4903

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM ~~SECRET~~  
UK EYES 'B'

ARGENTINA



UNCLASS/NPM ~~SECRET~~  
UK EYES 'B'



UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

0846 S - 24 FCS (Good) 280/20 kyds 200/10 AOB 100 Stbd  
1 X 4 114 rpm M/V. Initial detection range 60 kyds

1130 B - 354 S - 38 1 X 4 152 rpm M/V

1140 C/D PD

1144 B - 347 S - 37 1 X 5 Variable rpm (Approx 200)

1148 Sunrise

1151 S - 37 FCS (Poor) 359/40 kyds 040/10 AOB 139 Stbd

CO COMMENT

Classification is possible F/V or small M/V. However She did come out of Santa ELENA which is where Intelligence suggests 79.2 have been operating

1212 B - 085 E - 43 Dangerous 'I' Band - No parameters

1250 C/D 150 C/S 10 C/C 290

CO COMMENT

COR 5' ? suggests 79.2 may have gone North out of Santa ELENA Bay. Intend going deep to run in towards the coastline to make a pass across the mouth of Santa ELENA Bay at a range of 5NM to see if TRINIDAD/Py are there.  
No sign of any radar from the Area when at PD

1315 Crossed TML - inbound

1350 C/C 000 to run parallel to coastline

1400 C/D PD - No contacts Visual or sonar

1420 C/D 150 C/S 10 C/C 040

1500 C/D PD - No contacts Visual or Sonar  
San JOSE Lighthouse visual

1540 CO COMMENT

Have had two good looks into Santa ELENA Bay from 6 NM - Nothing Visual. Withdrawing to the East.

1605 Crossed TML - outbound

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

1650. C/D PD Routine and Fix  
 SV - 61 FCS (Good) 330/11 kyds 210/15 AOB 60 Port  
 Medium M/V 10,000 tons (KKF.) Initial detection range 60 kyds  
 C/D 140  
 Intentions: Return to PD when SV - 61 has opened out to  
 15 kyds - approximately 1815

1700 C/D 150

1820 C/D PD

1822 B - 090 E - 74 Dangerous I Band PRF 400 PW2 Sector Scan  
 Possible AVQ 21 (BOEING 707) or ANAPS 504 (FK - 27)

1828 Warner Clearance - No rackets

1830 B - 220 A/C Visual R - 16 kyds Height 2000 feet Moving **right**  
 to **left** - possible FK - 27  
 C/D 150 C/S 8 C/C 315

CO COMMENT

COR 574 (Flash Grouper) received 1828 was a heads down for this  
 Fk - 27! Decrypted it at 1840 when deep!

1930 C/D PD Routine and Fix

2000 Position 44 32.8S 64 47.9W  
 Weather Wind 8 knots from 270 Vis 15 NM  
 Seastate slight SSS 2  
 Cloud 10% SVP 020 - 4898  
 100 - 4898

2032 C/D 150

2048 Sunset

2359 CO DAILY SUMMARY

1. A quiet day on patrol off CAMARONES Bay. The morning was spent penetrating the TML to conduct a careful visual, Warner, Sonar Search of Pto Santa ELENA - a small, double bay to the North of CAMARONES Bay - where it was thought TG 79.2 had been holed up. Nothing seen, confirming intelligence that they have probably gone North.

2. The supply route continues along the TML up and down the coast.

UNCLASS/NPM

B-204

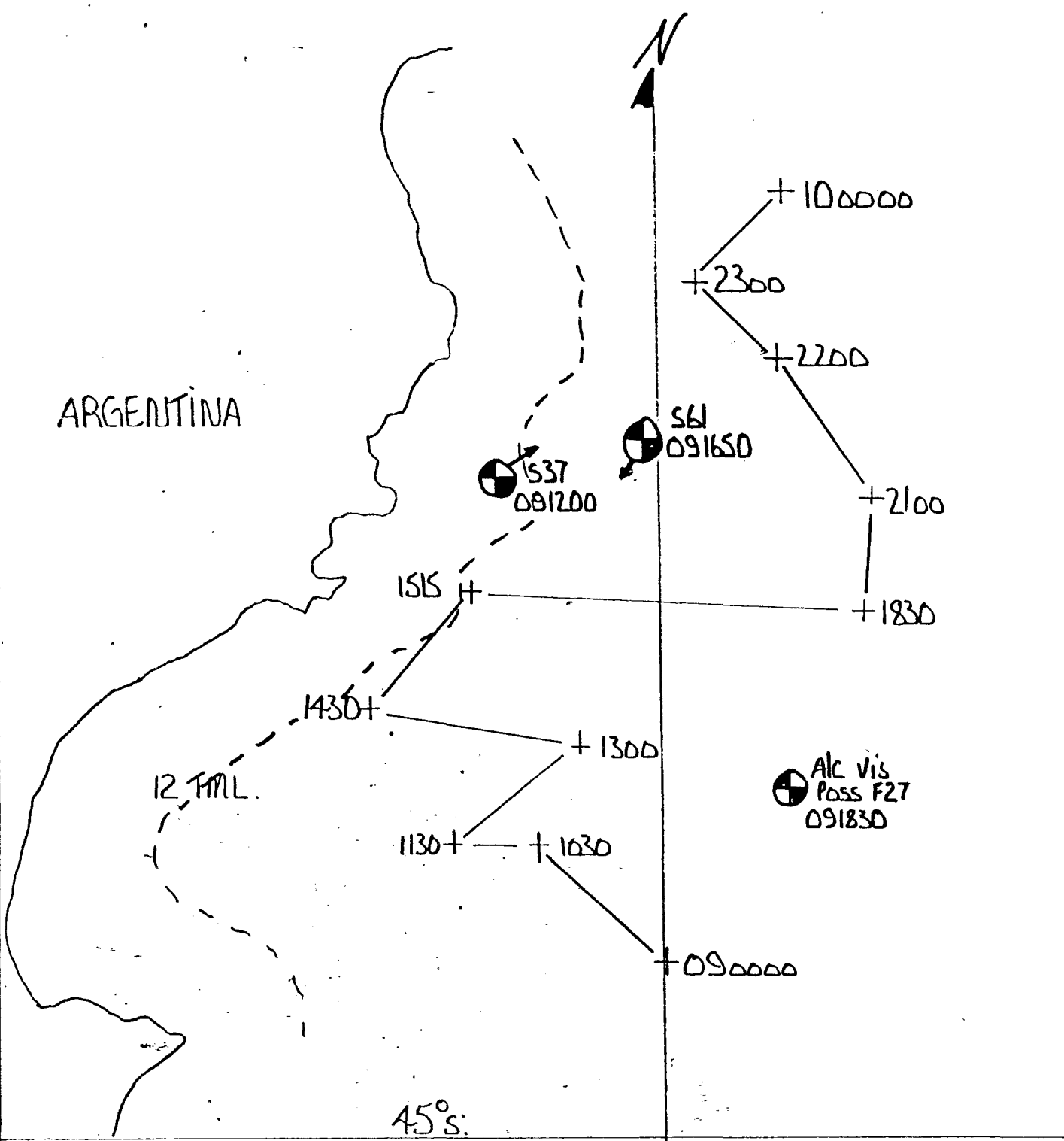
~~SECRET~~~~UK EYES 'B'~~

09 0000Z - 10 0000Z

UNCLASS/NPM

~~SECRET~~  
~~UK EYES 'B'~~

ARGENTINA



+100000  
 +2300  
 +2200  
 +2100  
 +1830

1537  
 091200

56  
 091650

Alt Vis  
 Pass F27  
 091830

12 TML

1515

1430

+1300

1130

+1630

+090000

45°S

0 13  
 1 inch = 13 miles  
 65°W

UNCLASS/NPM

~~SECRET~~  
B-205





~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~2318 Sunset2340 C/D PD Routine and Fix  
COR 588 receivedCO DAILY SUMMARY

A quiet day on patrol off CAMARONES Bay. On receipt of COR 586 at 1930 started moving South at 12 knots to take up EW picket duties off Pt DESEADO.

FRIDAY 11 JUNE 19820001 C/D 150 - Continue transit South0310 C/D PD Routine Fix and Ventilate0320 Start Ventilating0430 Stop Ventilating0445 C/D 150 - Continue Transit South0603 C/D PD - Routine and Fix  
COR 589 received0728 C/D 150 - Continue transit South

<u>0800</u>	Position: 46 41.9S 64 49.7W	
	Weather: Wind 5 knots from 240	Vis 8 NM
	Seastate 1 from 240	SSS 4 - 5
	Cloud 70%	SVP 020 - 4880
		100 - 4880

1130 C/D PD Routine and Fix

1155 Sunrise

1227 B - 283, E - 11, Dangerous I Band PRF 389 PW 2.0 Sector scan  
Poss ANAPS 128 (BAND ERRANTE)

1235 E - 11 ceased - RED 001 transmitted

1257 C/D 150 - Continue Transit South

1640 C/D PD - Start EW Picket Duties

CO COMMENT

Initial Aim is to patrol 40 to 50 NM off the coast at PD Listening/Looking for A/C. Positioned to be between the DESEADO/FI, RIVADAVIA/FI Direct Routes to see what happens.

~~SECRET~~

UNCLASS/NPM

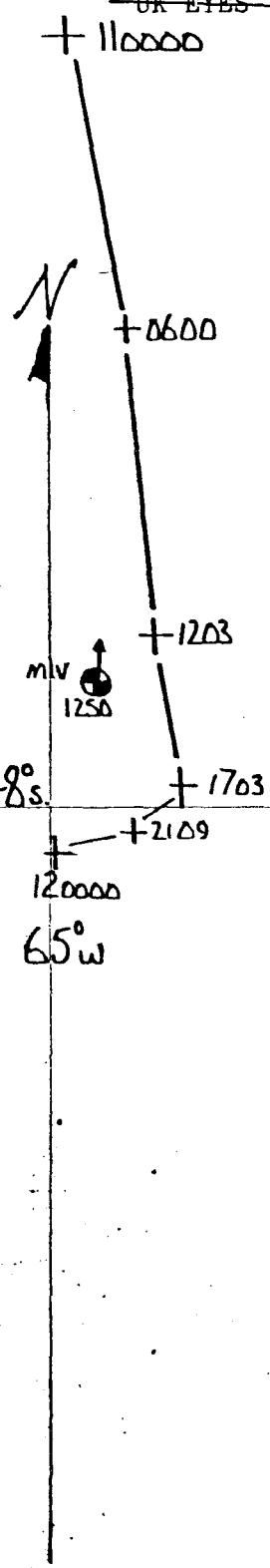
~~UK EYES 'B'~~

110000° - 120000°

~~SECRET~~ UNCLASS/NPMA  
~~UK EYES 'B'~~



ANTARCTICA



1 INCH = 39 MILES

~~SECRET~~ UNCLASS/NPMA  
~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~

1934 B - 130, E - 29 I Band PRF 395, PW 2.4, ARP 11  
Probable ANAPS 504 (FK - 27) - RED 002 Transmitted

2000 Position 48 06.8S 64 41.4W  
Weather: Wind 12 knots from 240 Vis 7 NM  
Seastate 2 - 3 from 240 SSS 6+  
Cloud 80%

2030 Sunset

2359 CO DAILY SUMMARY

A Quiet Day on Transit to Patrol Position off Pta DESEADO for EW Picket Duties. Arrived at PD to start patrol approximately 50NM off coast at 1640. First contact FK - 27 at 1934.

SATURDAY 12 JUNE 1982

0003 Started Ventilating

0125 Stopped Ventilating  
Received COR 596, 597

0800 Position 47 56.3S 64 37.3W  
Weather: Wind 10 knots from 330 Vis 7NM  
Seastate 2 from 330 SSS 6+  
Cloud 40%

1050 S57 FCS (Poor) 298/40 kyds 000/10 AOB 118 Stbd  
Faint Cavitation - M/V

1100 Received S99

1156 2 Non Military Sounding Voices heard speaking Spanish on 130.6 MHz  
Total time 7 minutes. RED 003 LR5/1 transmitted.

1204 Sunrise

1320 RATT heard on 150 MHz - not known to be associated with A/C activity

1325 B - 022, E - 59 I Band 1 sweep PRF 389, PW 0.8 - 2.4, Sector Scan;  
Poss AVQ 21

1327 B - 180, E - 59 Dangerous  
RED 004 LR 6/1 transmitted

1423 Burst of voice heard on 123 Mhz

UNCLASS/NPM

~~SECRET~~

B-209

~~UK EYES 'B'~~

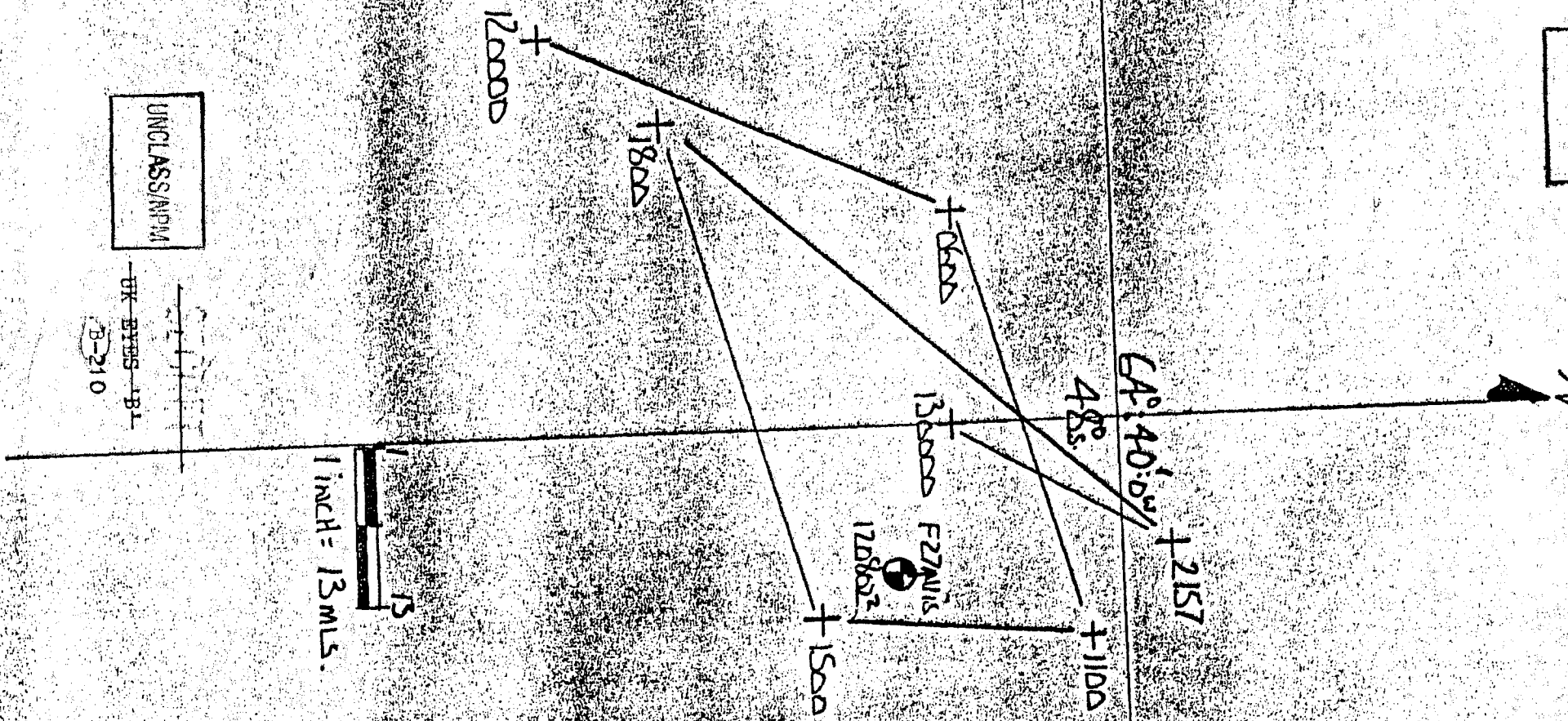


120000 - 130000

288

UNCLASS/MPM

~~SECRET~~  
OK EYES 'B1



1 INCH = 13 MILS.

UNCLASS/MPM

~~SECRET~~  
OK EYES 'B1  
B-210

UNCLASS/NPM

~~SECRET~~

~~UK EYES 'B'~~

289

1425 B - 270, E - 60 I Band PRF 397, PW 2.6, Sector Scan; AVQ 21  
RED 005 LR 7/1 transmitted.

1740 B - 270, E - 62 I Band PRF 400, PW 0.2 Sector Scan  
Possible ANAPS 504, ANAPS 128, AVQ 21, RDR 1E  
RED 006 LR 8/1 transmitted

1802 B - 190, R - 8 kyds, Ht 1500 ft, Co - 000; FK - 27 Visual  
Probably E - 62, but not operating radar now  
RED 007 LR 8/2 transmitted

2000 Position 48 10.3S 64 48.6W  
Weather: Wind 16 knots from 250 Vis 9 NM  
Seastate 3 from 250 SSS 6+  
Cloud 80%

2032 Sunset

2359 CO DAILY SUMMARY

1. A quiet day on EW duties off Pta DESEADO. FOKKER F - 27 A/C sighted and held on its radar in the afternoon. Possible 707 radar held in the morning. A few 'snatches' of voice held on 'Buggy'. COR 602 informs us that the "Big Push to Port Stanley" started today - we look forward to further News.

2. SINS jumped around Midday - rebuilding the AMP.

SUNDAY 13 JUNE 1982

0230 B - 180. T - 36 (366 Hz) T - 42 (486 Hz) Gearing Lines - unstable probably a M/V  
COR 605, 606 received

0312 Start Ventilating

0430 Stop Ventilating  
COR 607, 608 received

0800 Position 46 08.1S 64 52.2W  
Weather Wind 18 knots from 250 Vis 4 - 10 NM (Rain)  
Seastate 3 from 250 SSS 6  
Cloud 100%

1120 COR 609, 610 received

1211 Sunrise

B-211

~~SECRET~~

~~UK EYES 'B'~~

UNCLASS/NPM

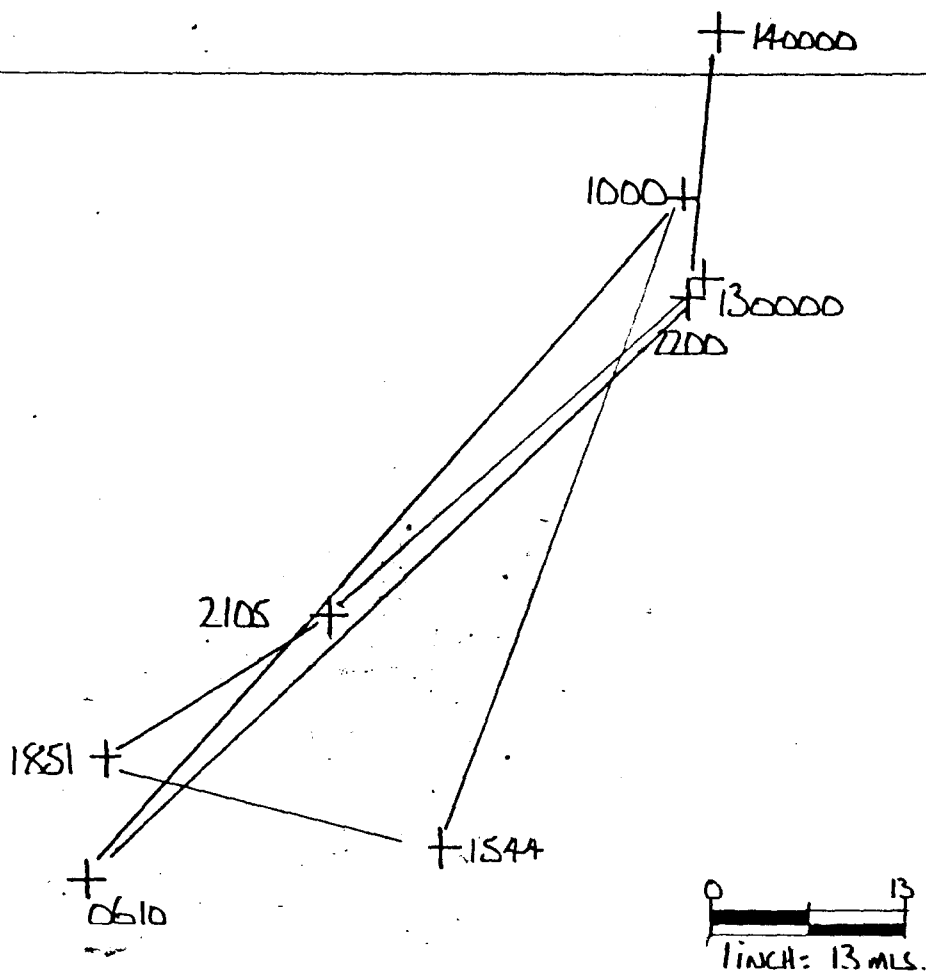
130000Z - 140000Z

UNCLASS/NORM

~~SECRET~~  
~~UK EYES 'B'~~



48°  
64° 30' W



UNCLASS/NORM

B-212  
~~SECRET~~  
~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

291

~~UK EYES 'B'~~

1310 B - 050, E - 55, I Band PRF 400 PW 1.2 - 2.0 ARP 4.1  
Poss ANAPS 128 (BANDEIRANTE). (RED 008 LR 9/1)

1322 B - 130, E - 55 - Now Sector Scanning rate 4. (RED 009 LR9/2)

1500 COR 611, 612 received

1600 UHF Voice 138.4 MHz intercepted. 2 Spanish Voices, Non-Military.  
(RED 010 LR 10/1).

1623 UHF Transmissions Ceased

1630 UHF Transmissions regained 138.4 MHz - third voice on net.  
(RED 010 LR 10/2)

1635 UHF Transmissions Ceased

1824 B - 330 E - 76 I Band PRF 389, PW 1.1, ARP 2 - Probably AVQ 21  
(BOEING 707)

1825 B - 030, E - 76 Dangerous (RED 011 LR 11/1)

2000 Position 48 12.0N 64 49.3W  
Weather: Wind 12 knots from 250 Vis 8 NM  
Seastate 2 from 250 SSS 6+  
Cloud 90%

2006 UHF Transmissions 120 MHz - Held 5 seconds only. 2 Spanish Voices  
(RED 012 LR 12/1)

2031 Sunset

2150 UHF Transmissions 336 MHz - 2 words only "Gracias Amigo"!!

2230 CO COMMENT

Am taking the opportunity, whilst it is quiet, to take the Port  
TG down for Maintenance.

2350 Defect on Warner 'I' Band. Intend going deep to repair.

2358 C/D 150

CO DAILY SUMMARY

Another quiet Day. From two days on Patrol off Pta DESEADO it would appear that the only ARG activity is a twice daily Recce Flight. Once in the Forenoon and once in the afternoon. Occasional bursts of Spanish on the threat frequencies - otherwise quiet. Perhaps after the weekend things will become more hectic?

UNCLASS/NPM

~~SECRET~~

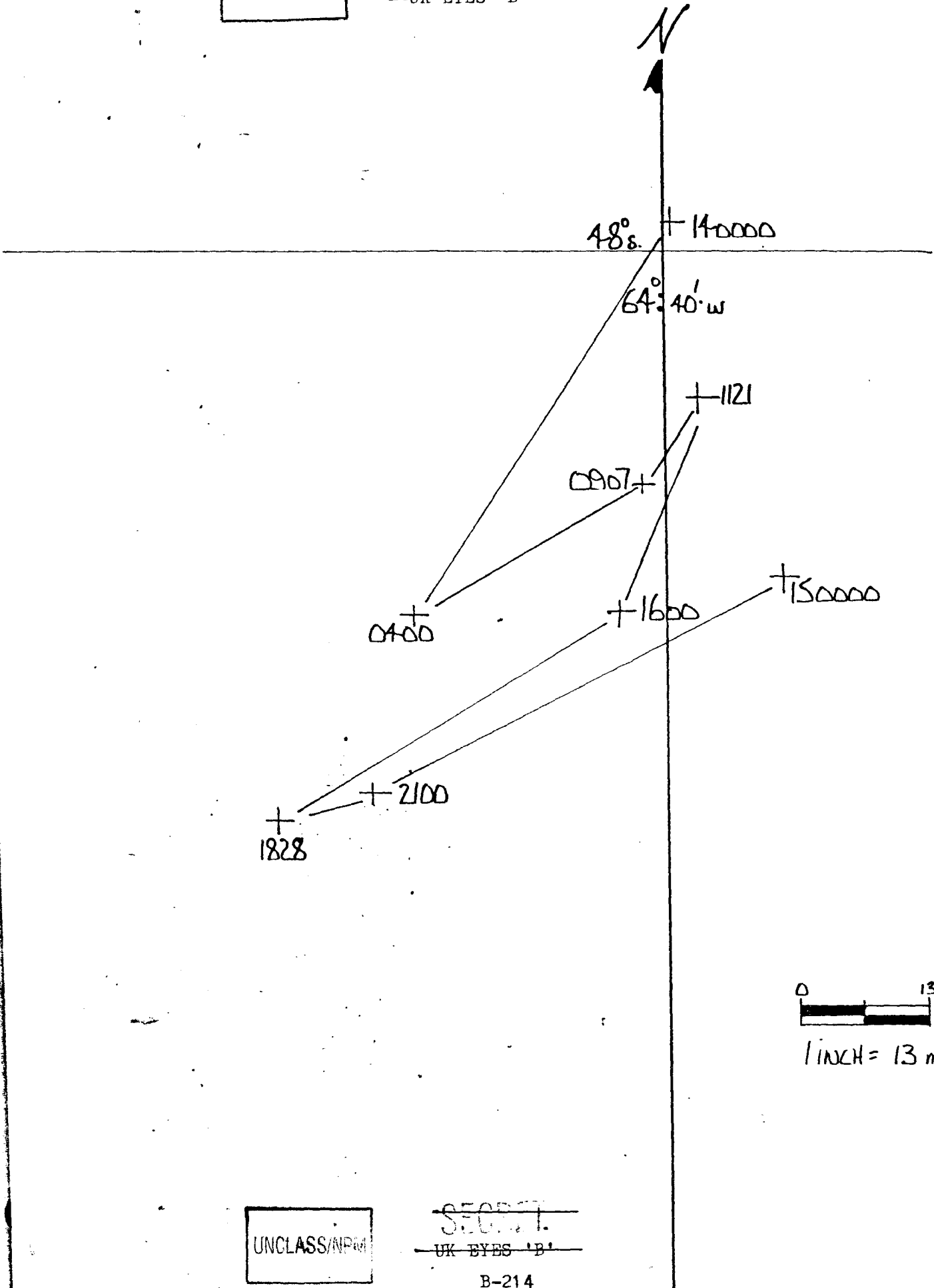
~~UK EYES 'B'~~

140000<sup>2</sup> - 150000<sup>2</sup>

UNCLASS/NPM

~~SECRET~~  
UK EYES 'B'

292



UNCLASS/NPM

~~SECRET~~  
UK EYES 'B'

B-214

~~SECRET~~

~~UK EYES 'B'~~

UNCLASSIFIED

293

MONDAY 14 JUNE 1982

0200 Repairs to WARNER completed

0224 C/D PD

0255 Start Ventilating

0420 Stop Ventilating

0657 RATT on 150 MHz

0706 RATT ceased (RED 013)

0800 Position 48 08S 64 41W  
Weather Wind 8 knots from 250 Vis 10 NM  
Seastate 1 from 250 SSS 6+  
Cloud 60%

0840 RATT on 150 MHz restarted

0852 RATT faded (RED 013 AMP 1)

CO COMMENT

I believe this RATT is continuous - its variable strength causing intermittent reception.

1130 SINS alarm - shut down for investigation

1207 Burst of voice on 127.8 MHz (RED 014)

1208 Sunrise

1235 More RATT on 150 MHz

1420 B - 307, T - 49 253 Hz diesel line - probably M/V

1500 SINS in fast settle

1605 More RATT on 150 MHz

1620 RATT on 244 MHz

2000 Position 48 14.6S 64 55.6W  
Weather: Wind 15 knots from 180 Vis 9NM  
Seastate 2 from 180 SSS 6+  
Cloud 90%

2004 3 words in Spanish heard on 125 MHz (RED 015)

2016 Faint intermittent voices regained on 125 MHz

UNCLASSIFIED

~~SECRET~~

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

2030       Voices on 125 MHz faded.

2031       Sunset

Adopted Single Main Engine drive to repair the Port ME extraction pump.

2335       Double Main Engine drive restored  
COR 631, 632 received

2340       CO COMMENT

COR 632 - Allocating me Areas to the North and North East and ordering me to be at my Subnote Start Position 42S 58W at 170200. On the way it instructs me to be alert for Argent'nians! Intend taking a Fix and then moving North at 12 knots to ventilate at 0300 and spend an hour or so listening off CAMARONES Bay for the opposition.

2350       CO DAILY SUMMARY

A very quiet day with no rackets. Only occasional voice or RATT detected - At the very end received our marching orders - almost an anti climax.

SINS developed a fault which required shutting down for repair and an at sea starting up and fast settle. I also took the opportunity for further maintenance aft on the port TG extraction pump.

UNCLASS/NPM

B-216

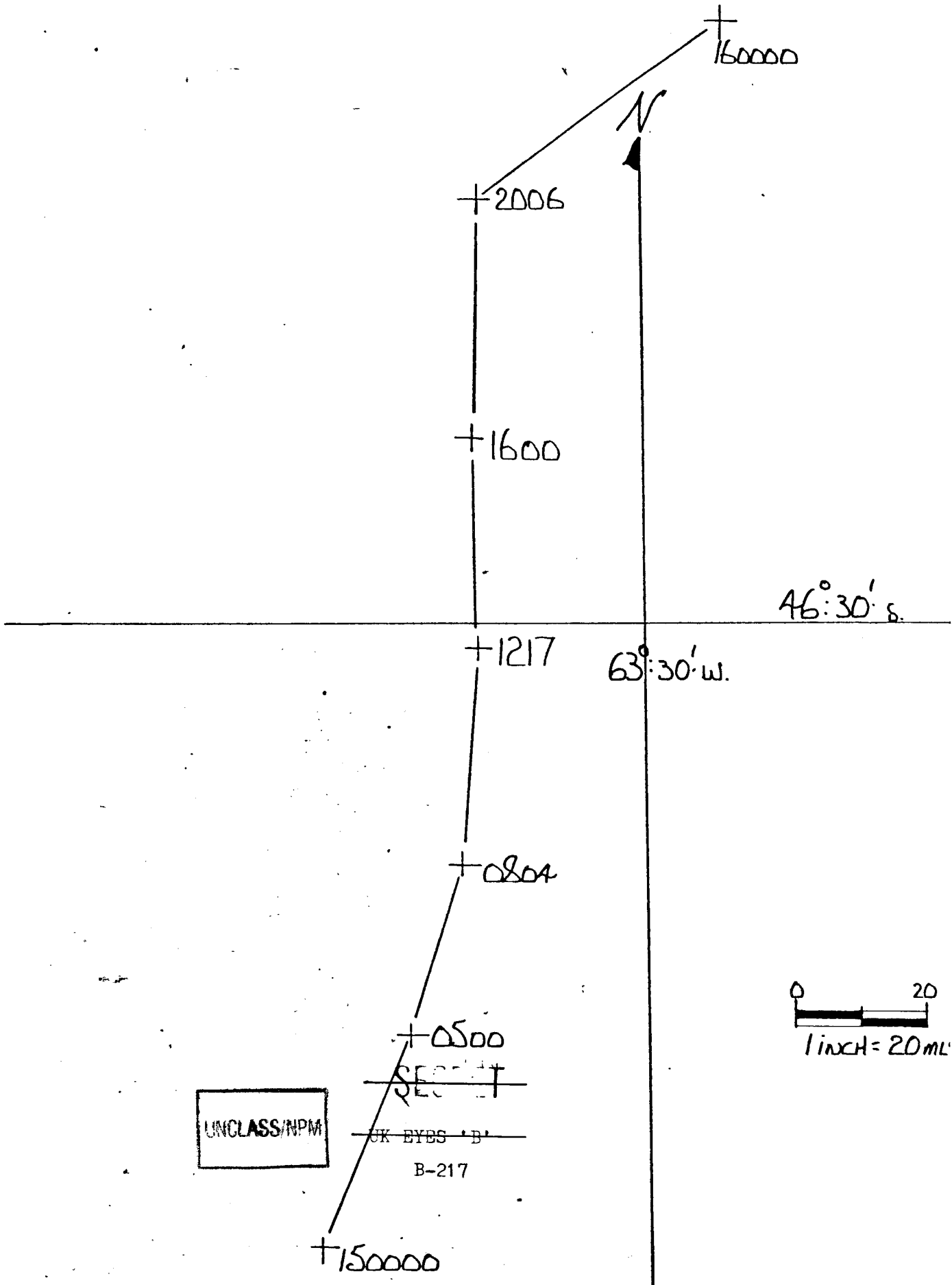
~~SECRET~~~~UK EYES 'B'~~

150000<sup>2</sup> - 160000<sup>2</sup>

UNCLASS/NPMA

~~SECRET~~

~~UK EYES 'B'~~



UNCLASS/NPMA

~~SECRET~~

~~UK EYES 'B'~~

B-217



UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~TUESDAY 15 JUNE 1982

0025 C/D 160 C/S 12 C/C 355 - Heading for New Areas/Position  
ordered in COR 632

0258 C/D PD

0313 B - 010, possible - 13 KHz Transmissions - one only

0314 B - 010, possible - 4.8 KHz Transmission (SQS 23?) - one only

CO COMMENT

These transmissions are possibly OSN associated with preps for  
Snort Ventilating. I do not believe them to be from a Sonar Set.

0315 Start Ventilating

0322 RATT on 244 MHz

0422 Stopped ventilating

0437 C/D 160 C/S 12 C/C 359 - Continuing Transit

0603 C/D PD

CO COMMENT

Rough weather is preventing me getting a fix and making receipt of  
traffic difficult. COR 636 when received will tell us what happened  
on the FI.

0645 C/D 160

0800 Position: 47 10.5S 64 18.5W  
Weather: Wind 30 knots from 200  
Seastate 6 from 200  
Cloud 70%

Vis 6 NM  
SSS 6+  
SVP 020 - 4874  
200 - 4874

0802 C/D PD - Fix

0839 C/D 160

1155 C/D PD - Routine

1200 Sunrise  
Rough weather - no new traffic

1220 C/D 150

~~SECRET~~

UNCLASS/NPM

UNCLASS/NPM

~~SECRET~~

297

~~UK EYES 'B'~~

1800 C/D PD Routine and Fix

COR 637 - New ROE Change 16:-

In my present area (outside the TEZ) this instructs me:-

TWO - To remain covert  
FIVE - To attack ARG SSK's  
THIRTEEN - To report on ARGs

How Dull!

Do not intend unloading Mk 8's yet in case the ARG Warships are not aware of the ROE change!

COR 640 - Our Subnote; 5 runs to get it though

2000 Position: 45 24.6S 64 15.3W  
Weather: Wind 30 knots from 220 Vis 11NM  
Seastate 6 from 235 SSS 6+  
Cloud 80% SVP 020 - 4885  
100 - 4885

2020 C/D 160 - Continue Transit

CO COMMENT

At PD for 2 hours to achieve COR 637 - 644  
(except 638, taken off and 643 - Pt 6 only)  
- ROE Change  
- Subnote (5 attempts)  
- Chuck-up signals from Chief of Staff and Admiralty Board  
- Signal from Controller to get ahead of Subnote so that they can change it !!

2046 Sunset

2359 CO DAILY SUMMARY

A Quiet Day transitting North North East towards the start position of my Subnote.  
Received a Sitrep Signal at 0600 giving details of the Argentinian Surrender, followed by two chuck up signals from COS and the Admiralty Board. These were closely followed by a ROE Change!

UNCLASS/NPM

~~SECRET~~

B-219

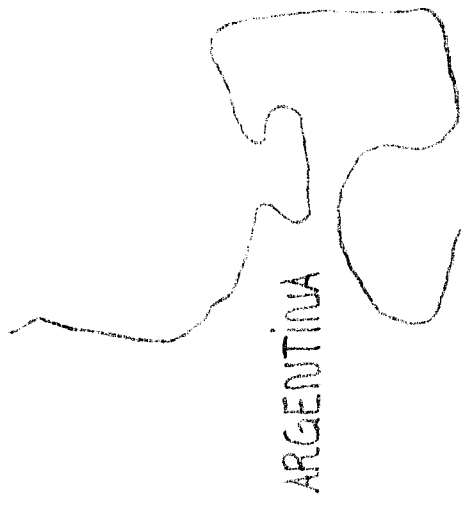
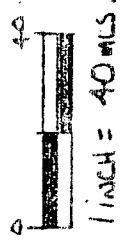
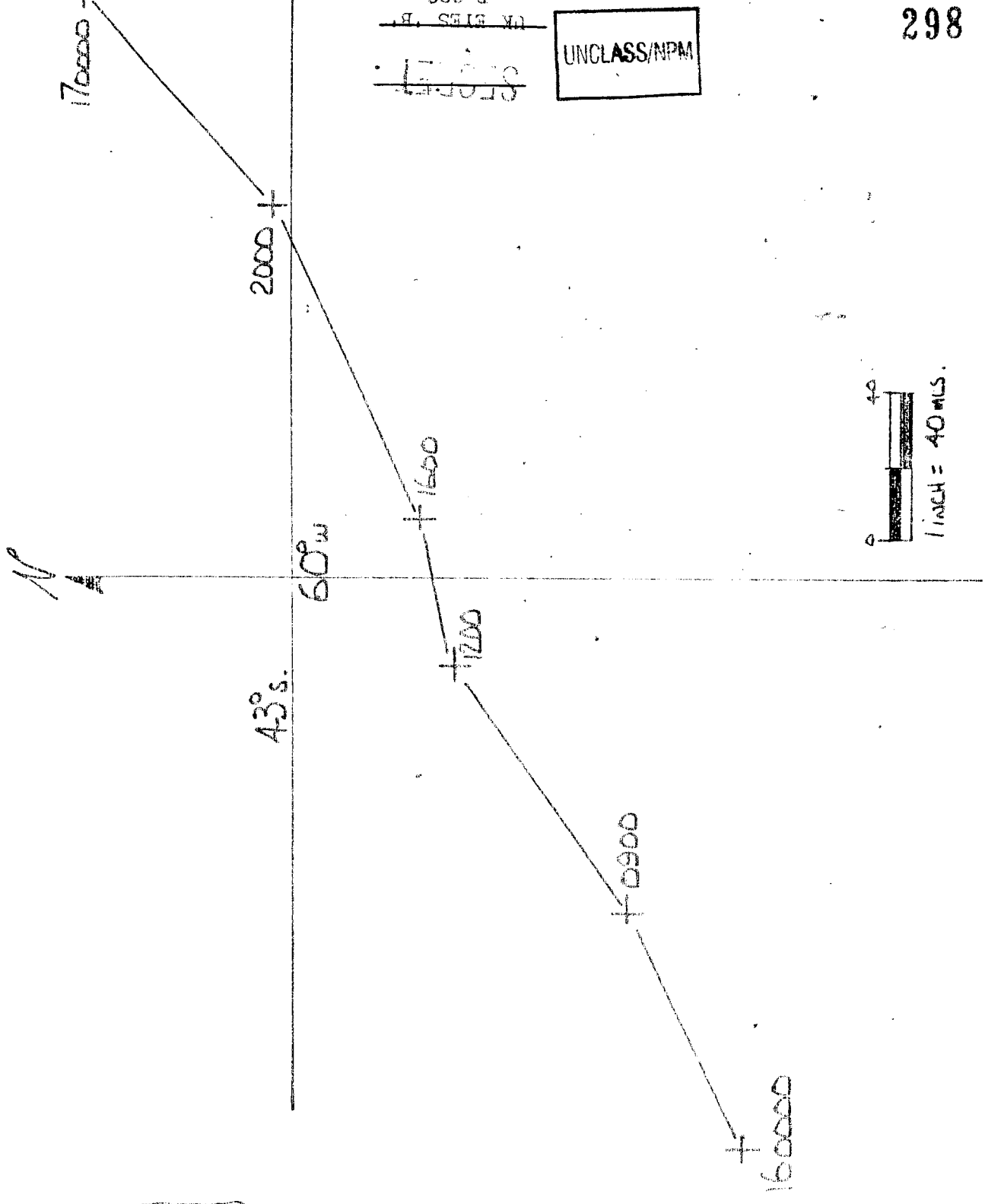
~~UK EYES 'B'~~

~~SECRET~~  
UNCLASS/NPM

SECRET  
UNCLASS/NPM

16000 - 17000

17000 -



ARGENTINA

~~SECRET~~  
UNCLASS/NPM

~~SECRET~~  
UNCLASS/NPM

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~WEDNESDAY 16 JUNE 19820133 C/D PD0144 Start Ventilating0259 Stop Ventilating  
COR 638 - 645 received0302 No new traffic CH 5  
C/D 1600800 Position: 44 10.2S 61 19.0W  
Weather: Wind 20 knots from 190 Vis 12 NM  
Seastate 4 from 190 SSS 6  
Cloud 40% SVP 020 - 4875  
120 - 48750930 C/D PD - Routine1055 C/D 200

1132 Sunrise

1140 CO COMMENT

Wire associated cavitation started from propeller - probably another piece has broken free and formed a tail. Lets hope it comes off in due course.

1300 Noise stopped - perhaps the new 'tail' has broken off

1634 C/D PD for Routine

1825 C/D 750 - Bathy

1845 C/D 425 C/S 24 C/C 045

2000 Position 42 36.6S 57 07.1W  
Weather: Wind 15 knots from 235 Vis 15 NM  
Seastate 3 from 235 SSS 4  
Cloud 30% SVP 070 - 4846  
150 - 4846  
170 - 4835  
360 - 4834  
750 - 4825

2250 C/D PD Routine

COR 654, 655 received

UNCLASS/NPM

~~SECRET~~

B-221

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

300

~~UK EYES 'B'~~

2300

Chopped to CTF 311 in accordance with Subnote in COR 640  
Amended by COR 648

CO FINALLY DAILY SUMMARY

1. The day has been spent making ground to NE to reach my Subnote start position of 42S 58W
2. I have actually approached my MHN from further to SE to get over the Continental Shelf sooner.
3. Intend keeping Weapons Loaded until 5<sup>0</sup>S so I can respond to ROE 16.
4. Records cease now - FINITO BENITO!

END OPERATION CORPORATE

UNCLASS/NPM

B-222

~~UK EYES 'B'~~