

~~SECRET~~

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

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

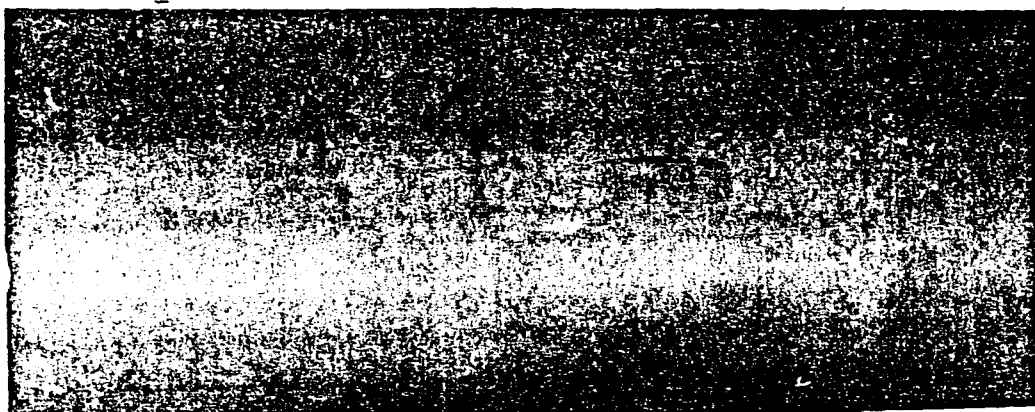
1145 . Taking photograph of M - 91
Nothing else visual

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 260

244 B - 098 S92 2 X 3 100 revs Possible Warship
Intend to return to PD to identify S 92

251 START EVENT 0402 - IDENTIFY S92 POSSIBLE WARSHIPCO COMMENT

In position 55 45.7S 60 20W, I believe S92 is one of the Destroyers (M03/M05) and that she is involved in SAR Operations with the BAHIA PARAISO 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

261 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~~B-80
~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASS/NFM

159

~~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 EYES '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~~

B-82

UK EYES 'B'

UNCLASS/NPM

~~SECRET~~

UNCLASS/MPM

~~UK EYES~~

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% SVF 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

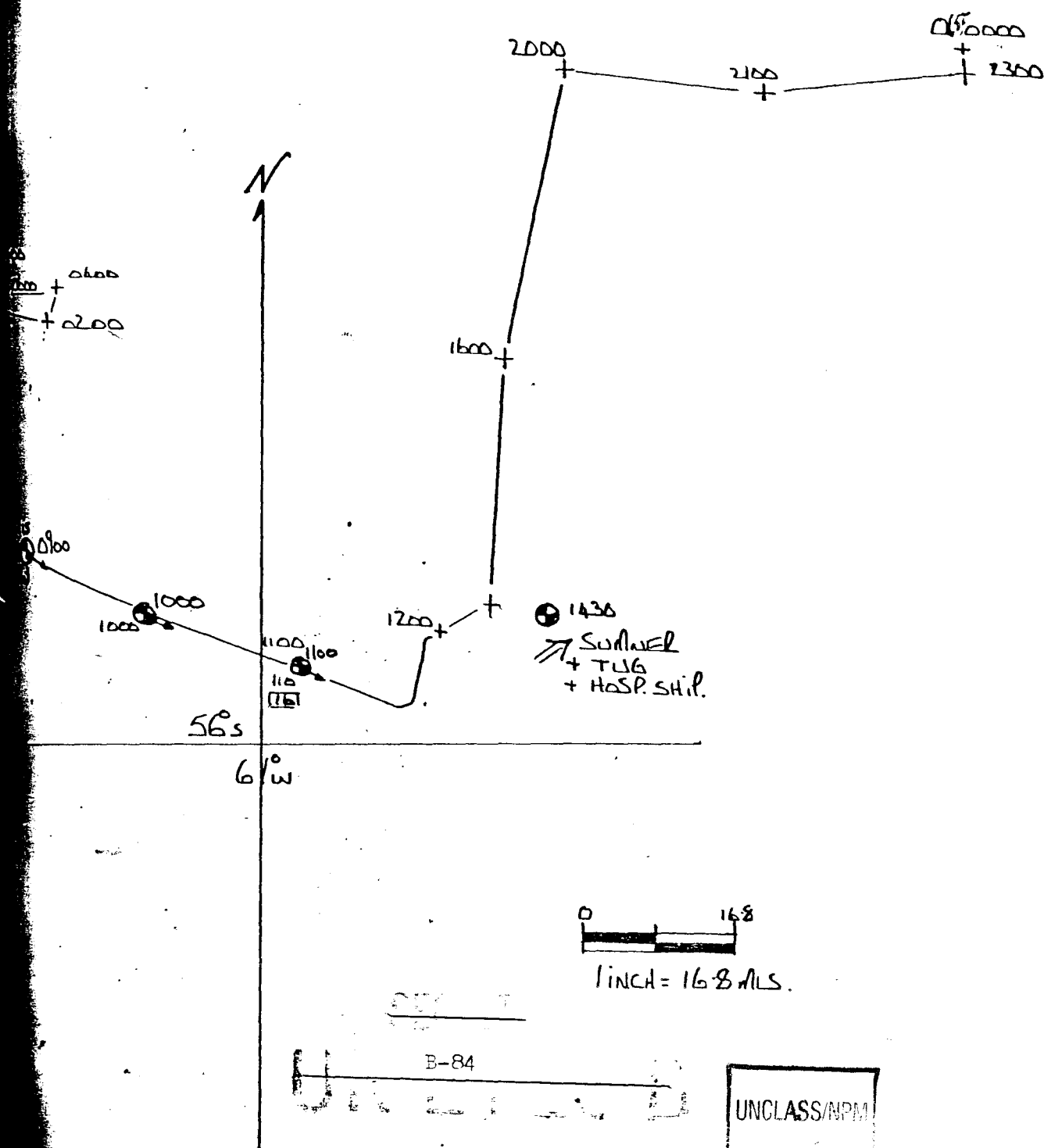
0945 T - 06 faded

~~SECRET~~~~UK EYES~~

UNCLASS/MPM

$$0.4,0000^2 - 0.5,0000^2$$

UNCLASS//NPM



~~SECRET~~

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~~

UNCLASS

~~UK EYES 'B'~~

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

CO COMMENT

S53 classified from gram as M - 91, Hospital Ship
S34 DD and Tug

1545 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 M91

CO 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 EY 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/V

CO 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 EY 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 kys 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~~

B-88

~~UK EYES 'B'~~

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~~~~B-90~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

UNCLASS/NP1

~~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

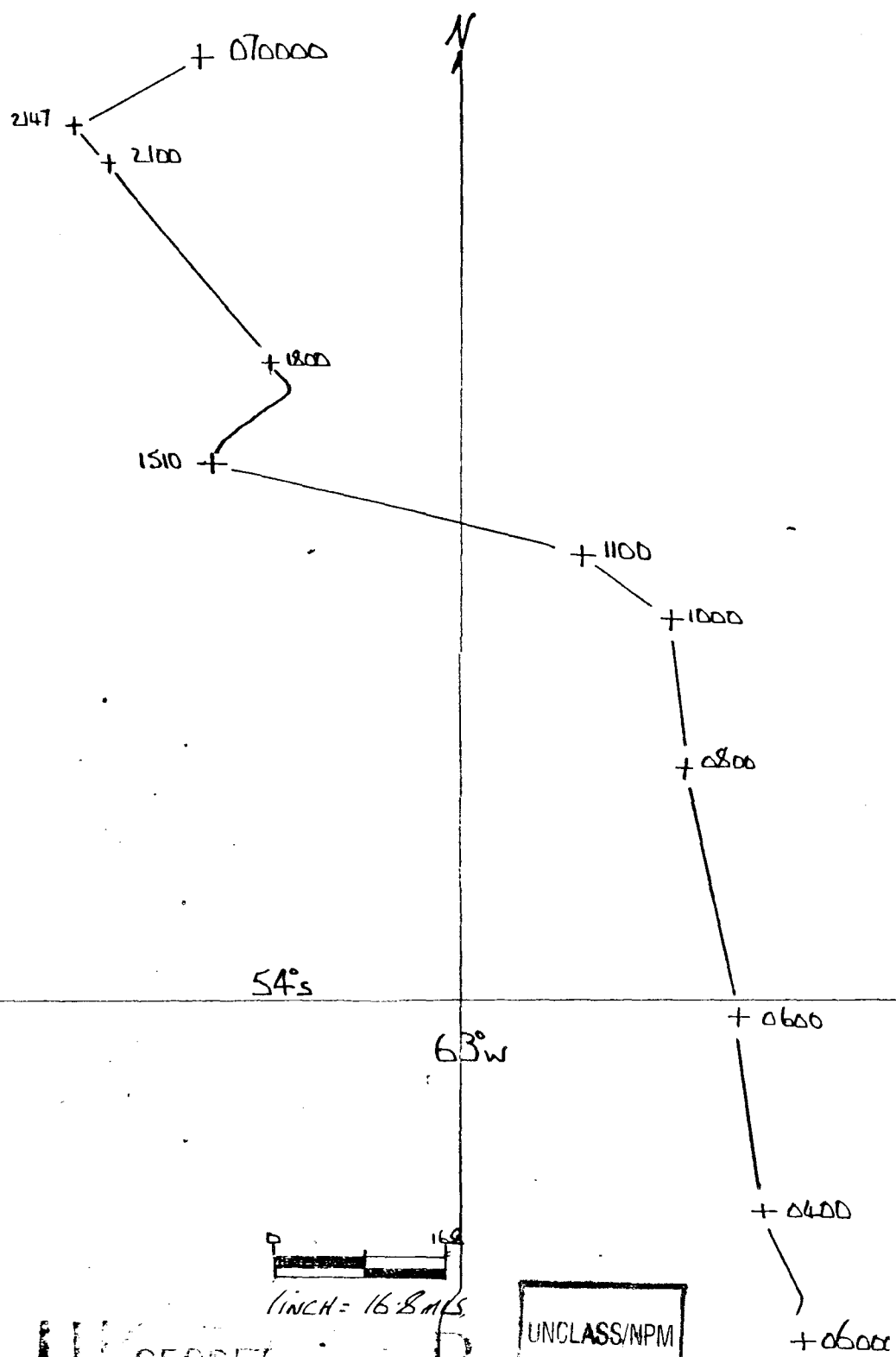
~~SECRET~~
B-91~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~
060000Z - 070000Z

170

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, Domestics 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	SSS	3
	Wind: Light airs	SVP	020 - 4856
	Seastate 1 from 035		100 - 4865
	Cloud 70%		220 - 4864
			340 - 4860

~~SECRET~~

B-93

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

~~UK EYES 1 B1~~

UNCLASS/NPM

0459

C/D 260

CO 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 Ventilate

1005

C/D 260 C/S 9 C/C 035

CO 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 AIRCRAFT

CO 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~~

~~UK EYES 'B'~~

UNCLASS/MPM

173

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'~~

UNCLASS/MPM

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

UNCLASS/NPM

1635 XXX

CO COMMENT

Whilst I was at PD COR 223 received changing overall ROE (11/82) depending on area. Not mine as I am in the TEZ. Intend remaining deep until I am over xxxxx from the datum before I return to PD.

1654 C/D 300 C/S 12

1830 CSA C/C 150

CO COMMENT

If a datum had been established, the expected place for me to evade would have been due south to the centre of the deep water SW of the FI.
XX

2000 Position 52 07.3S 61.59W
SSS 2

2039 Sunset

2128	C/D PD C/S 5 Routine, Fix and Domestics	Vis 5NM
	Weather Wind 15 knots, direction unknown	SSS 4
	Seastate 2	SVP 020 - 4863
	Cloud 50%	200 - 4863

CO COMMENT

At PD for routine and to pass my Sitrep. 60 NM SSE of Datum. Still good vis, but too dark for an aircraft to see me. Nothing in sight.

One new signal (COR 225) ROE 12. Doesn't affect me

Intend making ground to West overnight

2213 C/D 26 C/S 11 C/C 280

CO DAILY SUMMARY

A quiet day on patrol in Area - with the exception of the aircraft possible/probable counter detection at 1554. Seastate has increased and our "shaft associated" noises have gone away.

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

UNCLASS/NPM

015000 - 020000

1541 NEPTUNE ALC
SIGHTED.

FALKLAND IS.

+1700

1100 +

+1830

0700 +

52°S

63°W

+2100

+080000

+2223

070000 +



1 INCH = 168 MILES.

SECRET

UNCLASSIFIED

SECRET

U.S. B-07

UNCLASSIFIED

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

UNCLASS/NPM

SATURDAY 8 MAY 19820001 CO COMMENT

Overnight intentions are to take 0300 and 0900 routines and make ground to the West to patrol Western edge of area in daylight

0325 C/D PD C/S 5 - Routine, Fix and domestics0455 C/D 260 C/S 4CO COMMENT

Another 1½ hours at PD trying to receive my traffic on HF and SSIXS - intermittent reception on both. One signal is 1194 groups, 6 short of the maximum allowed! It must be important as the Controllers know what problems I have (Later: 1194 groups = COR 226, SITREP on ARG Forces).

COR 229 - ROE 13/82 - Does not change my ROE

0800 Position: 52 16.6S 63 09.5W
 Weather: Wind 15 knots from 120 Vis 6 NM
 Seastate 1 from 120 SSS 2
 Cloud 100% SVP 060 - 4855
 260 - 4854

0915 C/D PD C/S 5 Routine, Fix and Domestics1000 Visibility to West - 1500 yds1015 CO COMMENT

Routine complete. 3 new signals
 Going deep to continue the search

1018 C/D 200 C/S 11

1141 Sunrise

1509 C/D PD C/S 5 Routine and Fix

Weather: Wind 15 knots from 090 Vis 6 NM
 Seastate 1 from 090 SSS 6
 Cloud 100% SVP 020 4877
 100 4880
 160 4883

CO COMMENT

At PD in a seagull high density area. Vis good. Slight sea - in our favour

~~SECRET~~

B-98

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~ $\Delta 80000^2 - \Delta 90000^2$

UNCLASS/NPM

 $\Delta 90000^2 + 2300$ $+2100$ $+1800$ $+1521$ $+1300$ $+1200$ $52^\circ S$ $62^\circ W$

FALKLAND IS.

 $+0900$ $+0600$ $+080000$ 

1 INCH = 16.8 MILES

~~SECRET~~

B-99

UNCLASS/NPM

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

UNCLASS/MPM

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
 Seastate 2 from 045
 Cloud 100%

Vis 3 NM
 SSS 5
 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, Domestics 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~~~~UK EYES 'B'~~

B-101

UNCLASS/MPM

~~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 005

2000 Position 50 00.5S 62 55.8W

2147 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, Domestics 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 'R'

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 ventilating

0035

C/D 260 C/S 21 C/C 060

0800

Position 47 46S 59 47.5W

0827

C/D PD C/S 5 C/C N Routine, Fix, Domestics 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

0845CO 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~~

B-103

UNCLASS/NPM

090000Z - 100000Z

~~SECRET~~

~~UNCLASSIFIED~~

UNCLASSIFIED
+100000

TX D.K.V. 2121
+2100

+2200

+1900

+1700

51°

63°W

+1500

+1420

+1200

090000Z

0600Z

FALKLAND IS.

18.8
1 INCH = 18.8 MILES.

UNCLASSIFIED

~~SECRET~~

~~UNCLASSIFIED~~

B-104

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

UNCLASSIFIED

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 Sunset2130 C/D PD C/S 5 Routine, Fix, Domestics 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 1052359 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 SSIXS has not been good for more than 18 hours - Have we a problem? Warner interference is intermittent.

TUESDAY 11 MAY 1982

0001 CO COMMENT

Fast passage to patrol in vicinity of 47S 54W

0257 C/D PD C/S 5 Routine, Fix and Domestics

0413 C/D 300 C/S 21 C/C 105

0420 CO COMMENT

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

0800 Position 46 48.3S 54 37.9W

0905 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 SSIXS 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° - 110000°

185

2300

~~SECRET~~

UNCLASS/NPM
1900

~~UNCLASSIFIED~~

FLV^S
(W.P.)



101615°

+1607

1300+

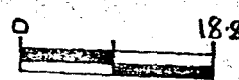
+1200

48°S

+0706

60°W

+0400



1 INCH = 18.8 MILES.

~~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 SSIXS 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 SSIXS 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!
 SSIXS 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°

56°W



1 inch = 18.8 MLS.

SECRET
REF ID: A66310

SECRET
REF ID: A66310

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~~~~UK EYES 'B'~~

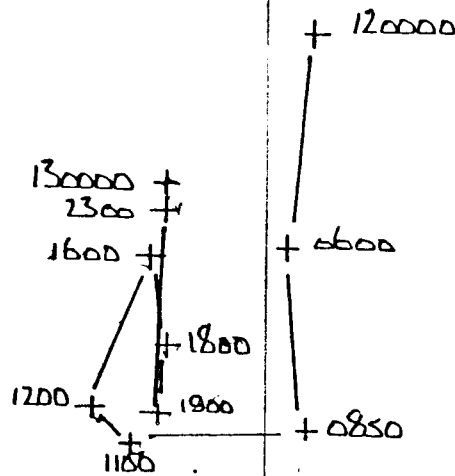
UNCLASSIFIED

120000² - 130000²

~~SECRET~~

UNCLASSIFIED

UK ~~SECRET~~ B



~~SECRET~~

B-111

UK ~~SECRET~~ B

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 SSIXS. 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, Domestics 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.

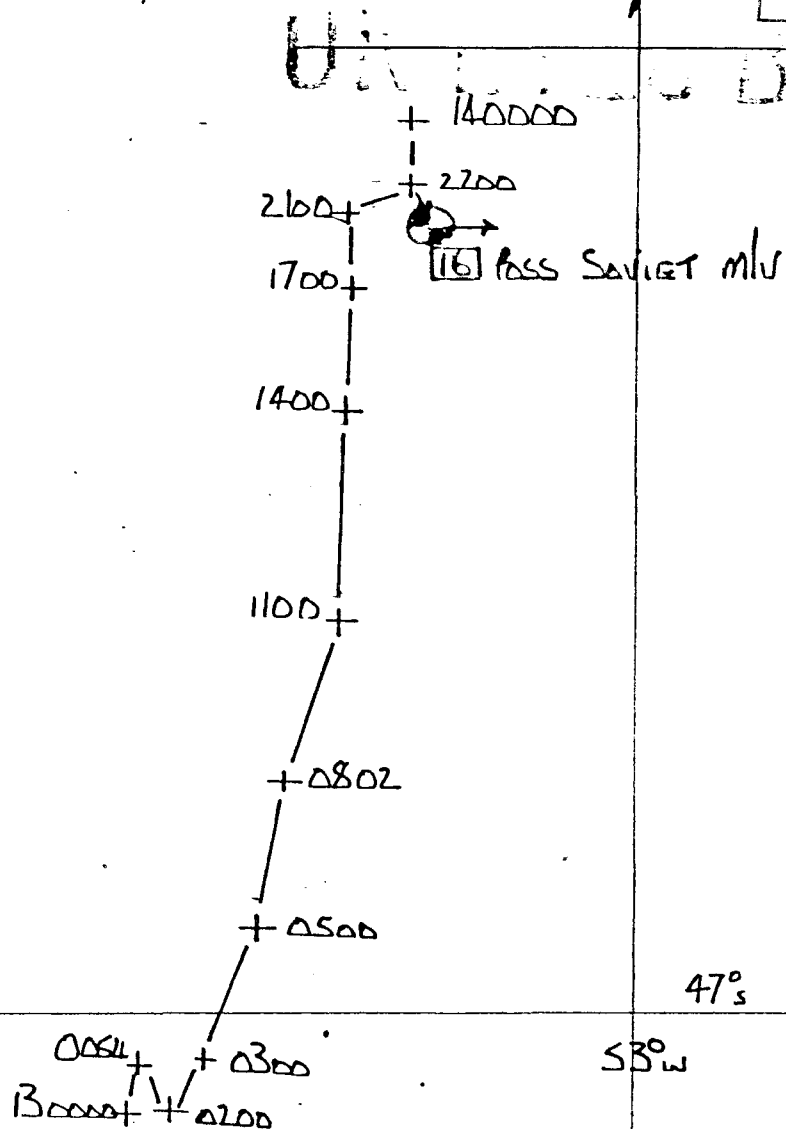
~~SECRET~~~~UK EYES 'B'~~

UNCLASSIFIED

130000' - 140000'

~~SECRET~~

UNCLASSIFIED

~~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.

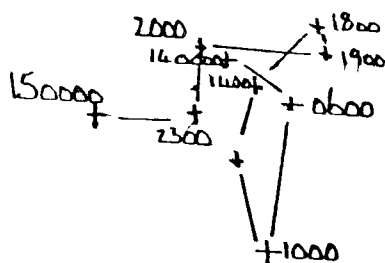
~~SECRET~~~~UK EYES 'B'~~

UNCLASS/NPM

140000 - 150000

~~SECRET~~

UNCLASS/NPM

~~UNCLASSIFIED~~

0 19.5

1 inch = 19.5 mls.

45°

~~SECRET~~

B-117-1

UNCLASS/NPM

~~UNCLASSIFIED~~