

UNCLASS/NPM

76



TEMPUS OMNIA VINCIT
CONQUEROR



OPERATION CORPORATE

UNCLASS/NPM

FLAG OFFICER

25068
8 JUL 1982
2000 17 123 v

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~PART TWOOPERATION CORPORATE - ANNEX BRAVONARRATIVE

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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 IN EYES 'B'

OPERATION CORPORATE

SS ZULU

AY 6 APRIL 1982

200 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, Domestics.
 Weather: Wind 10 knots from 240 Vis 4 miles
 Sea State 3 from 240 SSS 2
 Cloud 100 %

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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 207

CO 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. Domestics
 Received COR 008 - Sitrep, ROE and Areas
 COR 009 - Subnote change

Weather Wind 3 knots from 250 Vis 10 miles
 Sea State Nil 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

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~~SECRET~~~~EX-1123 '81~~

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 SSIXS traffic received garbled. I will have to return to PD for reruns.

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

1935 C/D 425 C/S 24

2000 Sunset

 Position 22 11N 25 59W

 Weather Wind 10 knots from 350

 Seastate 2 from 350

 Cloud 65%

 Vis 4 miles

 SSS 2

 SVP 060 5010

 300 5010

 420 4993

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

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B-3

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~~SECRET~~~~UK BYSS 'B'~~2332

C/D 425 C/S 24

CO SUMMARY

COR 011 not received

COR 12,13,14 - INTSUM/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 19820555

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

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, Domestics

No new traffic on SSIKS

BSAA ZBZ 2

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B-4

~~UK BYSS 'B'~~

UNCLASS/NPM

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

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1100 C/D PD C/S 6 C/C 180 for SSIXS 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

COO COMMENT

Having decoded COR 019 there is obviously more traffic waiting for me in the SSIXS 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 SSIXS

1344 C/D 425 C/S 24

COO COMMENT

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

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

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 SSIXS reception problems 20N - 20S before I sailed.

~~SECRET~~

B-6

~~UK EYES 'B'~~

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~~SECRET~~

UNCLASS/NPM

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

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~~UK EYES B~~

~~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, Domestics
 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 SSIKS
COR 029,030,031 received

0930

CO COMMENT

There are a lot of signals for me today. BILAT SSIKS 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 SSIKS

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. BILATPAL SSIKS 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

~~SECRET~~
B-9

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~~UK EYES 'B'~~

~~SECRET~~

UNCLASS/NPM

~~IN EYES 'B'~~

125 C/D PD C/S 6 Routine, Fix, Domestics
 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, Domestics 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

~~IN EYES 'B'~~

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~~SECRET~~ UNCLASS/NPM
~~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

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~~UK EYES 'B'~~

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

0850 C/D PD C/S 6 Routine, Fix, Domestics

Weather Wind 30 knots from 010
 Seastate 3 - 4 from 000
 Cloud 100%

Vis 4 miles
 SSS 2 - 3
 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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~~UK EYES 'B'~~

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

COR 038 Op Order for Operation PARAQUET - Royal Marine
 Officer is concerned about lack of frequencies or call signs.
 COR 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 SSIXS)
 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 SSIXS

Weather Wind 20 kts from 185
 Seastate 3 from 185
 Cloud 50%

Vis 6 miles
 SSS 2
 SVP 060 4948
 160 4945
 220 4910
 300 4885
 400 4880

0940

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

COW 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 'B'~~

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

208

C/D PD C/S 6 for SSIXS

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.

260

Sunset

300

Position 47 20.2S 37 45.9W

SSS 2

SVP at at 2050

350

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

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

410

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~~

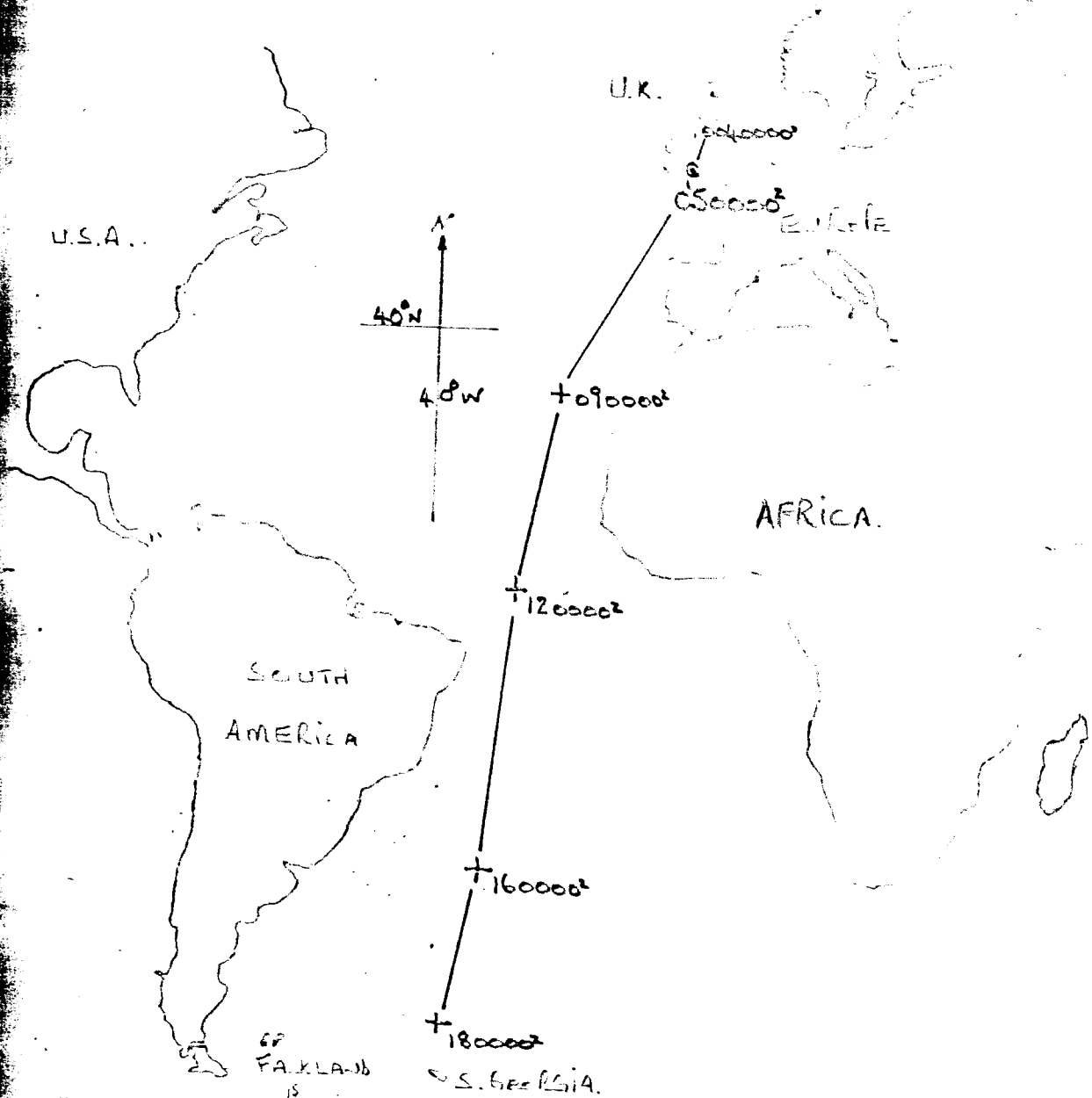
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~~UK EYES 'B'~~

040000Z — 180000Z

92

UNCLASS/NPM



UNCLASS/NPM

P-15

UNCLASS/NPM

~~SECRET~~~~UK EYES 'B'~~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, Domestics
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 Sunrise1010 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 'B'~~

~~SECRET~~

UNCLASS/NPM

~~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 SSIAS

1934 Sunset

1939 5 transmissions Sonar. No contacts.

2000 Position 52 38S 37 16W

Weather: Wind 25 kts from 260
Seastate 7 from 270
Cloud 100%

Vis 4 NM
SSS 3
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

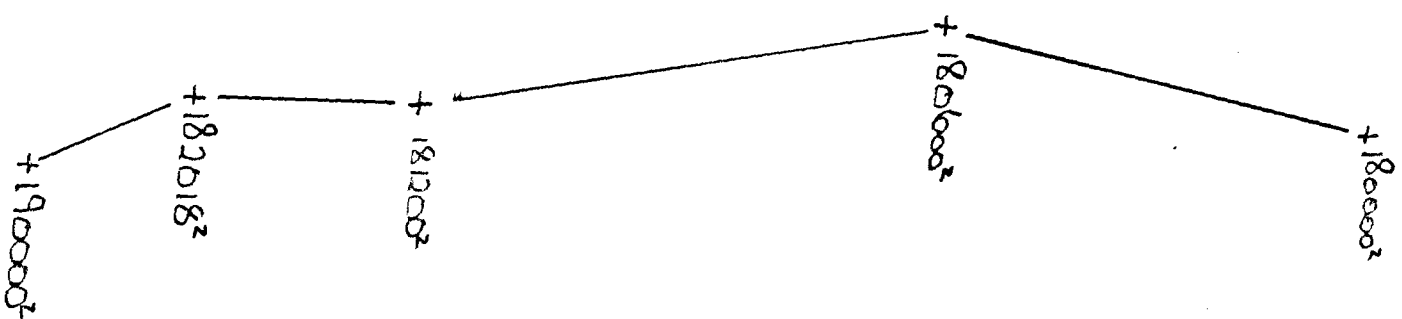
Am transmitting sonar every 10 minutes looking for ice as the
visibility is very poor.

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1800000 - 1900000

95



1 inch = 9.9 MLS.

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.

18

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

03

Started East/West Patrol 14 NM North of S Georgia

2

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.

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~~SECRET~~

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~~UK EYES '8'~~

1400 Weather now - Wind 40 knots from 260 Vis 10 NM
 Seastate 5 from 260 SSS 6
 Cloud 60% SVF not taken

1425 C/C 225 C/S 6

1430 START EVENT 1901 - CLOSE PASS ON SOUTH GEORGIA ISLAND

1449 7 photographs taken of Cumberland West Bay
 RMO had a good look through the search periscope

1505 CO COMMENT

Have looked into Cumberland East and West Bays, Jason Harbour and Moraine Fjord. No sign of any ships or activity. Intention is to head NW to investigate Stromness Bay and Leith Harbour

1516 C/C 000 Appears to be a Northerly TS out of Cumberland Bay.

1530 C/C 294

1547 COMMENT

Am experiencing a pronounced anti - clockwise floodtide around Jason Island into Leith Harbour. Rate approximately $1\frac{1}{2}$ - 2 knots.

1550 C/C 280

1623 CO COMMENT

No sign of shipping or any activity in Stromness Bay or Leith Harbour. Intend opening to NW to set up an Anti Shipping Patrol.

1624 C/C 333

1642 STOP EVENT 1901

END OF EVENT SUMMARY

The aim was initially to conduct sonar/ESM sweep along the coastline to check for contacts. When the visibility lifted I decided to close coast to check out the two inhabited areas for shipping or other activity. Secondary aim was to give 6 SBS the opportunity to see the coastline and to check out the Navigational aspects of a dived approach in case we have to land the SBS in the future.

~~SECRET~~

B-20

~~UK EYES '8'~~

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~~SECRET~~

UNCLASS/NPM

~~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

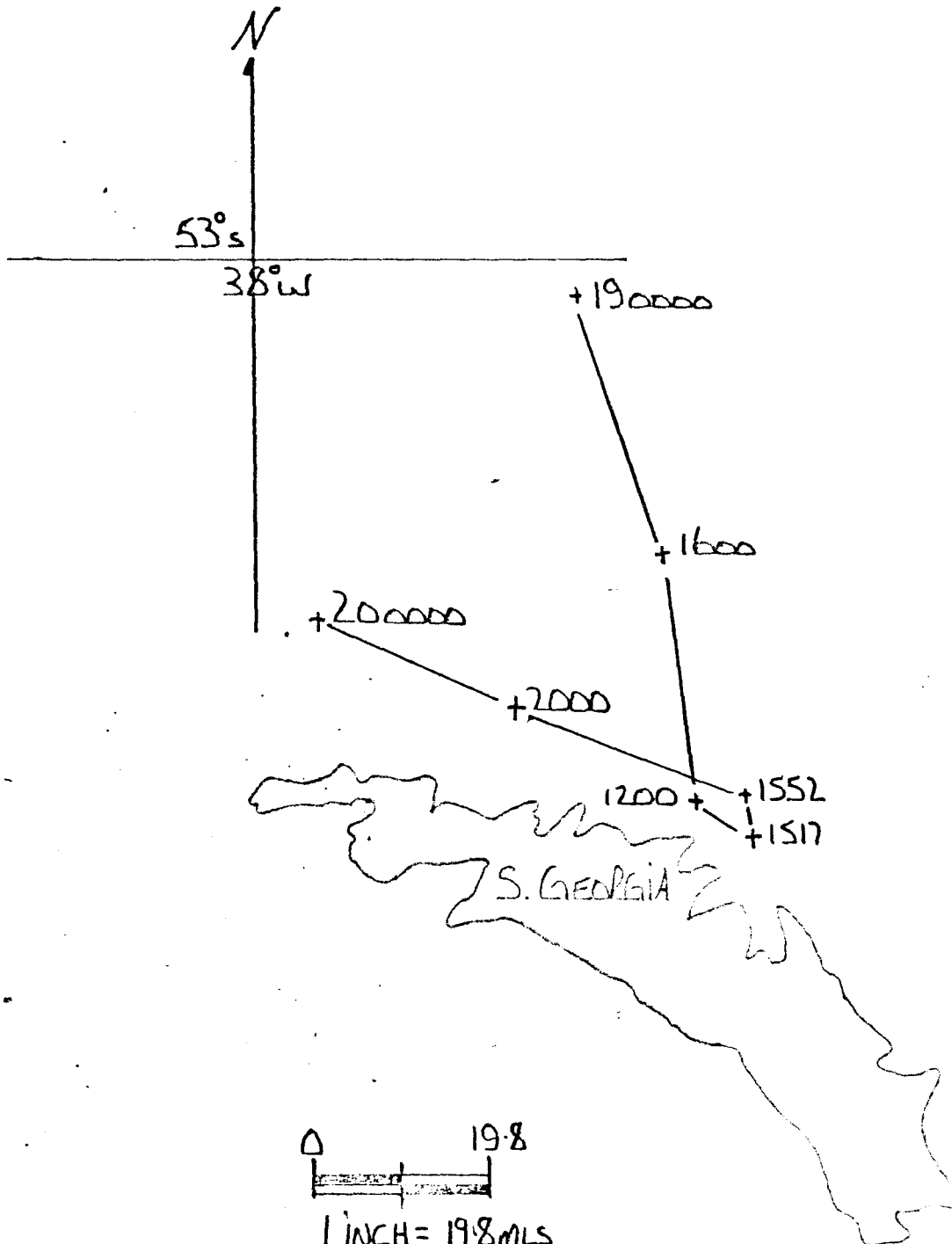
~~UK EYES~~~~B~~

UNCLASS/NPM

190000 - 200000

UNCLASS/NPM

UK 21133



19.8
1 INCH = 19.8 MILES

UNCLASS/NPM

B-22

UK 21133

~~SECRET~~

UNCLASS/NPM

~~UK BY 13 '8~~

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, Domestics 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 SSIXS 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~~

B-23

~~UK BY 13 '8~~

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UK EYES 8~~

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.

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

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

T05 faded

Sunset

00 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

27 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.

33 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 8~~

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 aerials 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

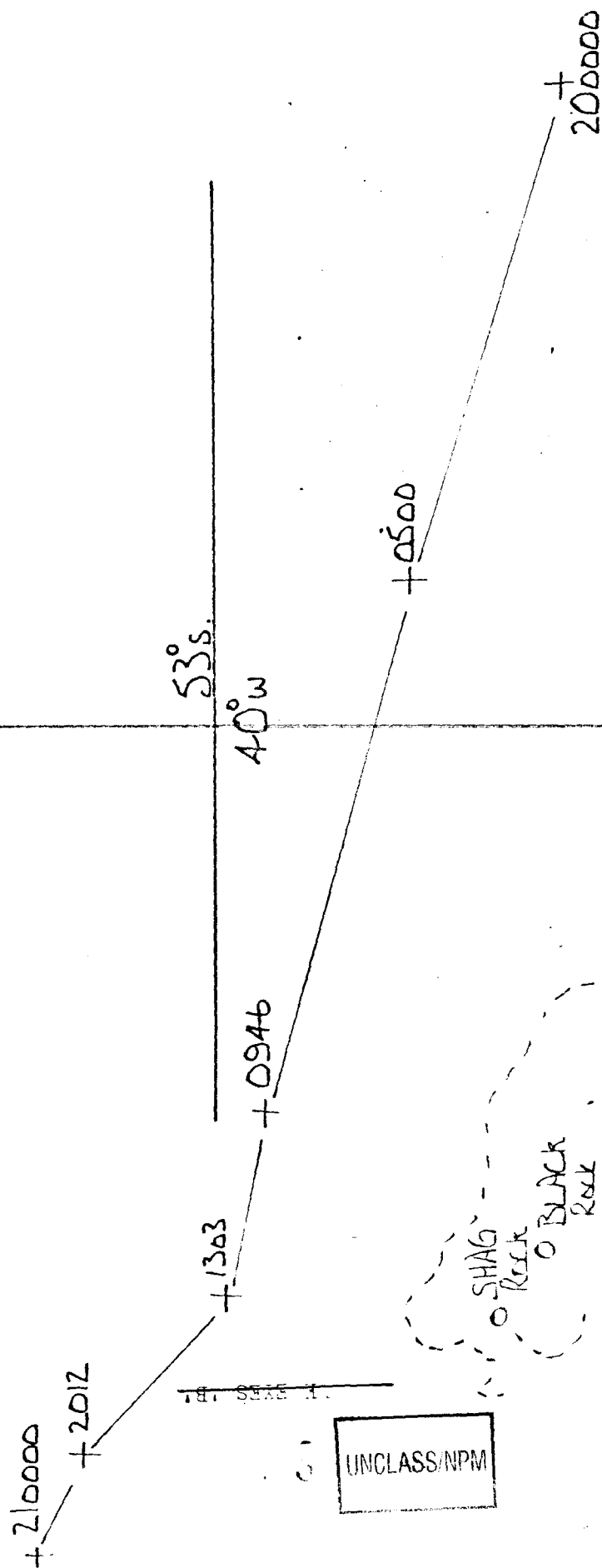
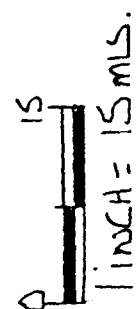
1005 CO COMMENT

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~~

B-25

~~UK EYES 'B'~~



UNCLASS/NPM

B-26

UK EYES 'B'

UNCLASS/NPM

UK EYES 'B'

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

1025 No success on SSIXS 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 SO4 Possible submarine contact.

1514 START EVENT 2101 - POSSIBLE SUBMARINE CONTACT SO4

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 SO4 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

~~ALL 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

949

Sunset

1958

C/D PD for SSIKS

2000

Position 53 11'S 42 23'W

Weather Wind 40 knots from 250

Vis 4 NM

Seastate 6 from 250

SSS 6

Cloud 75%

SVP 020 - 4805

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~~

B-28

~~ALL EYES 'B'~~

UNCLASS/NPM

~~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~~

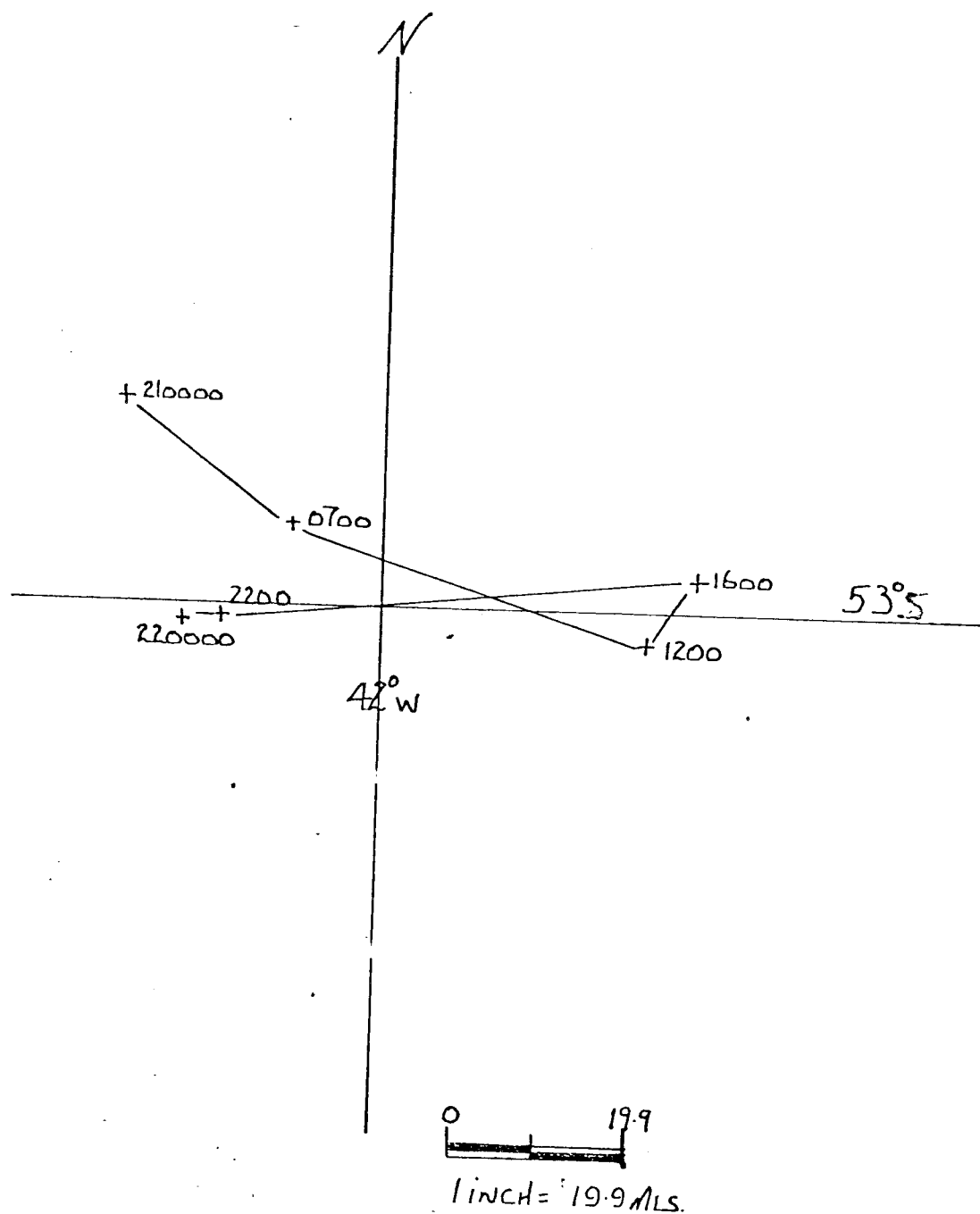
B-29

~~UK EYES 'B'~~

UNCLASS/NPM

$210000^2 - 220000^2$

UNCLASS/NPM



0 19.9

1 inch = 19.9 miles

~~SECRET~~

UNCLASS/NPM

B-30

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 40W 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

2445 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~~

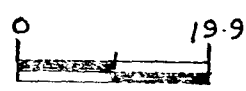
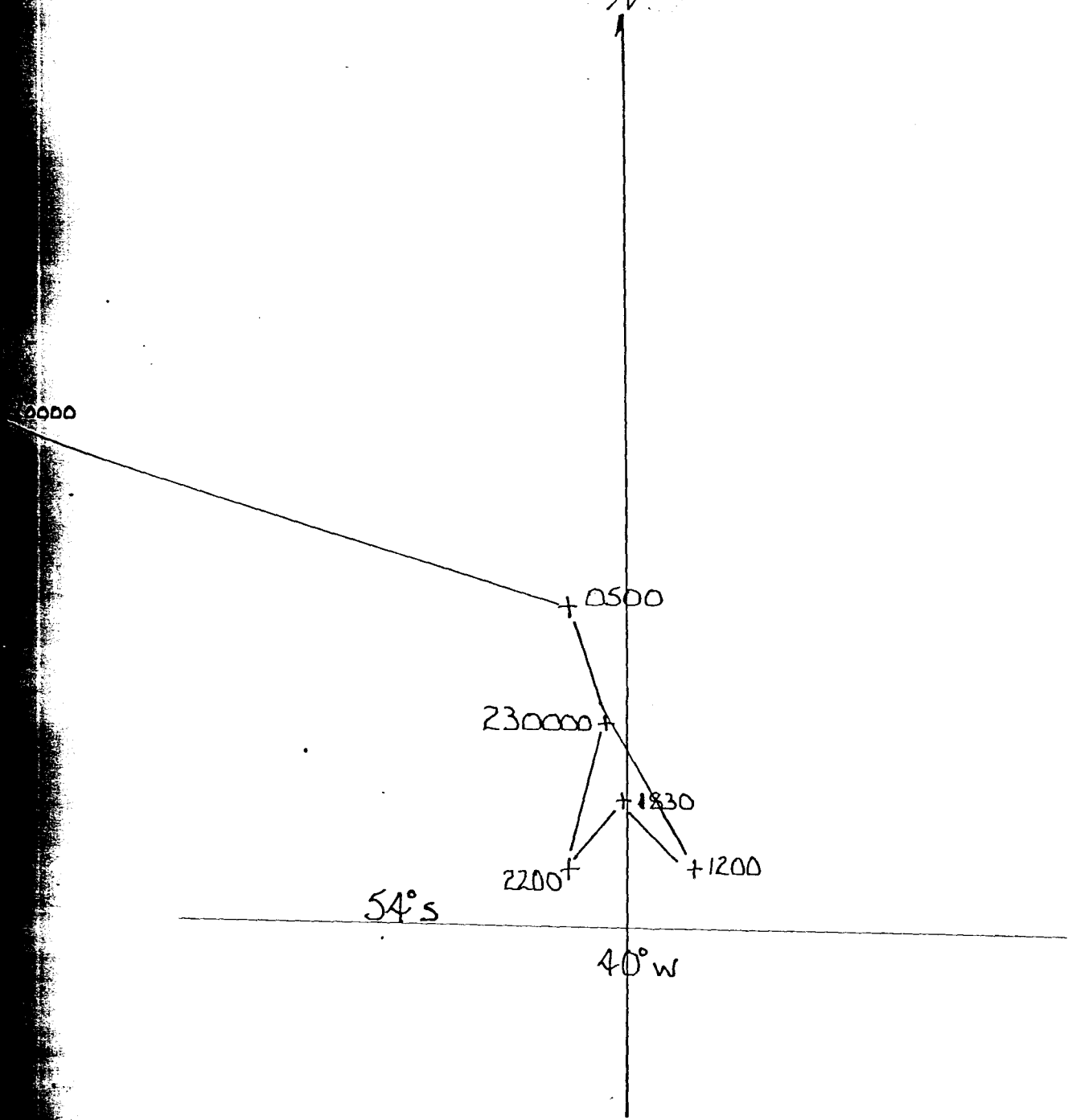
UNCLASS/NPM

~~UK EYES 'B'~~

UNCLASS/NPM

$220000^2 - 230000^2$

UNCLASS/NPM



1 INCH = 19.9 MILES

UNCLASS/NPM

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

UNCLASS/NPM

23 APRIL 1982

C/S 20

C/D PD C/S 6 Routine and fix

COR 096, 097 received

C/D 425 C/S 21

CO COMMENT

Have left S Georgia Argentinian MEZ. My ROE now changed. Only Argentinian submarines may be attacked. In theory, I should withdraw my Mk 8 torpedoes - in practice, I won't.

Position: 51°33'S 42°40'W

Weather: Wind 15 knots from 290

Vis: 5 NM

Sea State: 4 from 290

SSS: 3-4

Cloud: 30%

SVP: 060 - 4822

260 - 4825

305 - 4816

310 - 4790

410 - 4788

C/D PD C/S 6 for SSIIXS re-run (COR 096, 097 were received corrupt).

C/D 425 C/S 21

Sunrise

C/C 303

CO COMMENT

Torpedo re-load completed. Now have: 1,2,5,6 - Mk 8

3,4 - Mk 24

Achieving a sensible stowage of re-loads will take considerably longer.

C/D PD C/S 6 C/C 000 Routine, fix and domestics.

T-02 - strong doublet at 50 Hz in forward beams - possible diesel signature.

T-02 faded

C/D 425 C/S 21

COR 098 received (Areas for Pt One, Pt Two)

Position: 49°02'S 46°58'W SSS: 3 SVP: Not taken

Sunset

~~SECRET~~

B-34

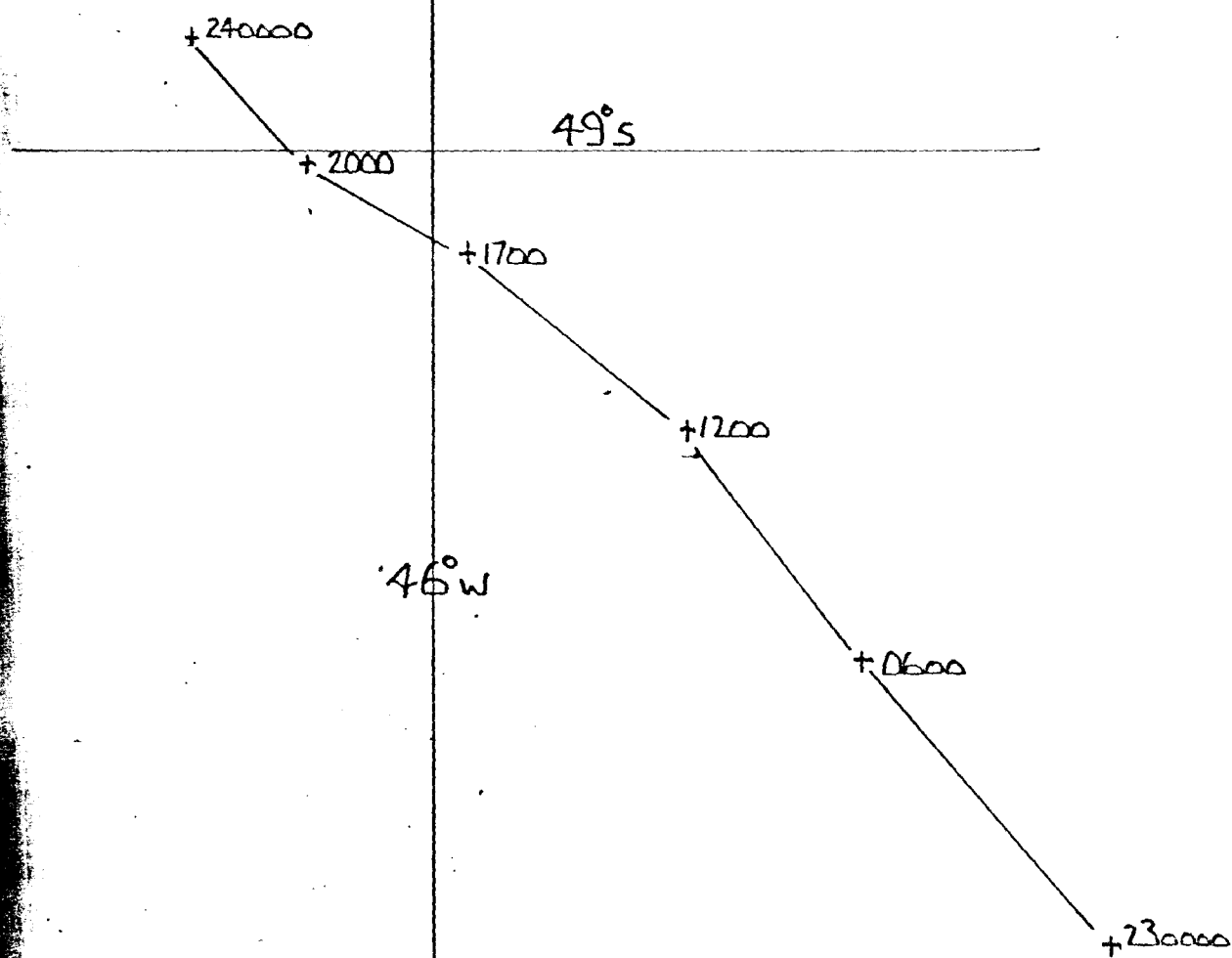
~~UK EYES 'B'~~

UNCLASS/NPM

230000² - 240000²

UNCLASS/NPM

UK 1113 B



1 INCH = 110 MILES

UK 1113 B

B-35

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

2359

CO DAILY SUMMARY

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

SATURDAY 24 APRIL 19820037

C/D PD C/S 6 C/C 300 Routine, Fix, Domestics, Transmit Sitrep

0130CO 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 120

0240CO 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 SSIXS

0920

T - 03 held 58.7 Hz

0925

C/D 260 T - 03 faded

0935

C/D 425 T - 03 not regained

0953

C/D PD for SSIXS

0958

Sunrise

~~SECRET~~

B-36

~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~~~UNCLASSIFIED~~

UNCLASSIFIED

Weather Wind 10 knots from 310
Seastate 2 from 310
Cloud 100 %

Vis 2 NM
SSS 2
SVP 200 - 4852
310 - 4843
315 - 4835
332 - 4830
425 - 4830

C/D 425 C/S 20

CO COMMENT

I think this tonal is US! Yet another 1 1/2 hours wasted.

CO COMMENT

COR 099 tasked me to conduct covert ASW patrol in vicinity 53S 40W. However COR 102 (7 hours later) suggests the action is or will be to the North of Cumberland Bay - some 130 NM further East. My intention is to proceed fast to 53S 38 30W (ETA around 250800) and search ESE from there. No doubt SS SANTA FE snorts at night in shallow water so I will not be able to intercept until night 25/26. Intend taking 1800 routine and will respond to further information.

C/D PD C/S 6 for R outline, Fix, Domestics

Weather Wind 10 knots from 315
Seastate 2 from 315
Cloud 100%

Vis 0.5 NM (FOG)
SSS 3 - 4
SVP 020 - 4820
290 - 4823
310 - 4794
410 - 4790

CO COMMENT

COR 106 received ASW operations with ENDURANCE (WASP fitted with AS 12 missile) to North of S Georgia 23/4 Position for SANTA FE 49 54S 38 45W is some 300 NM from GRITVIKEN. Therefore, either the position is wrong (PLYMOUTH ESM would support that) or ETA will be much later; 48 hours from 23 April = 25 April (although ETA is 241100). Therefore confusing. However the day of 25 or the night 25/26 are when we might get our first sniff of him. Intentions remain the same.

Sunset

Position 51 32S 42 19W

Weather)
SVP) at 1750

C/D 300

CO COMMENT

Am changing my tubes state to - 1,2,6 - Mk 8
3,4,5 - Mk 24

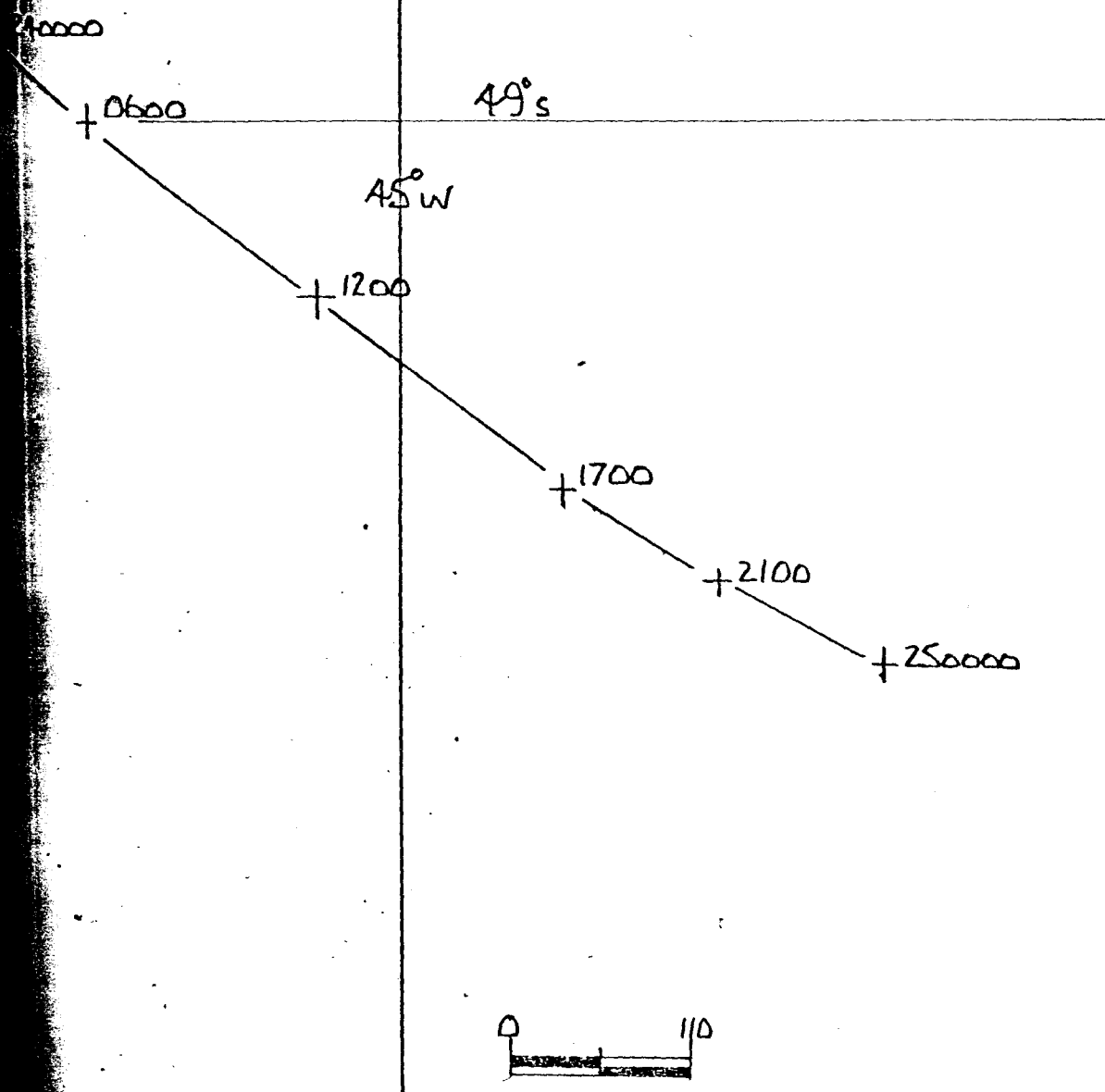
in view of my tasking against SS SANTA FE

CO DAILY SUMMARY

Have spent the day heading SE back to S Georgia after receiving COR 000 re tasking me against SS SANTA FE

$$240000^2 - 250000^2$$

UNCLASS/NPM



1 inch = 110 miles.

UNCLASS/NPM