

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

UNCLASS/NPM

2016 . Sunset2356 C/D PD Routine Fix and domesticsCO 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 19820015 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

260000² - 270000²

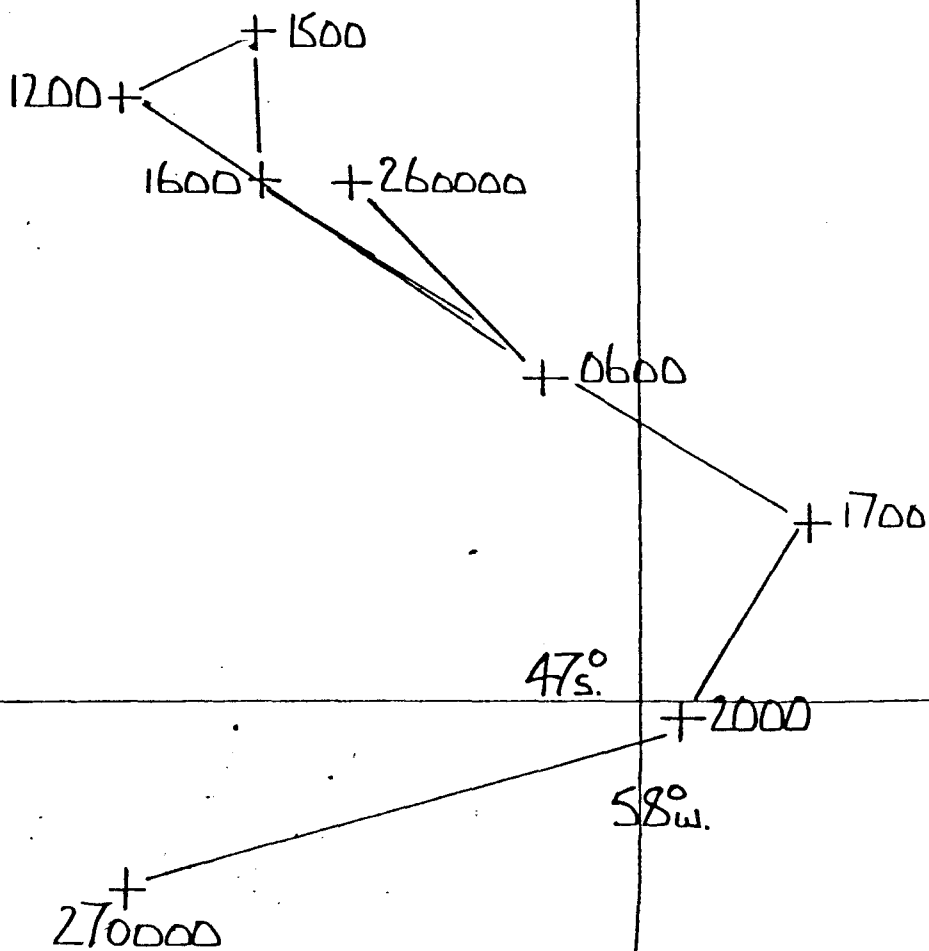
SECRET

UNCLASSIFIED

238

N

UNCLASSIFIED



INCH = 10 MILES

SECRET

UNCLASSIFIED

B-161

UNCLASSIFIED

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

UNCLASS

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
Seastate 1 from 355
Cloud 60%

Vis 10NM
SSS 2
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

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

UNCLASS/NPM

1730. CO COMMENT

I have had various tonals from the vicinity of the WP F/V's all afternoon. Nothing interesting has come from them.

1752 C/D PD Routine and fix
Traffic received COR 409 - 413
Area allocations for Pt 2 moving out, Pt 5 and 6 moving in, and Pt 4

1902 C/D 200

2000 Position 47 30.6S 48 53.3W

2017 Sunset

2354 C/D PD Routine, fix and equalise Vacuum

Weather: Wind 15 knots from 310

Seastate 2 from 310

Cloud ZERO%

Vis 6 NM

SSS 2 - 3

SVP 020 - 4846

260 - 4845

Traffic Received COR 416 - Pt 1 Areas

415 - Pt 2 Active

417 - Shutter Ops

414 - Int Update

415 - Heads Down ALERTING Active

059

CO DAILY SUMMARY

1. Another Quiet Day.

2. Spent 30 minutes from 0050 evading a datum where OOW thought he saw the shape of an aircraft close. Otherwise, despite enthusiastic intelligence Sitreps, no interesting contacts.

FRIDAY 28 MAY 1982

025

C/D 200

B - 010 S - 87 1936 Range 7 kys. Only Classification is Heavy
BIO

035

C/D 425 to put S - 87 on the other side of the layer

~~SECRET~~

B-163

~~UK EYES 'B'~~

UNCLASS/NPM

UNCLASSIFIED

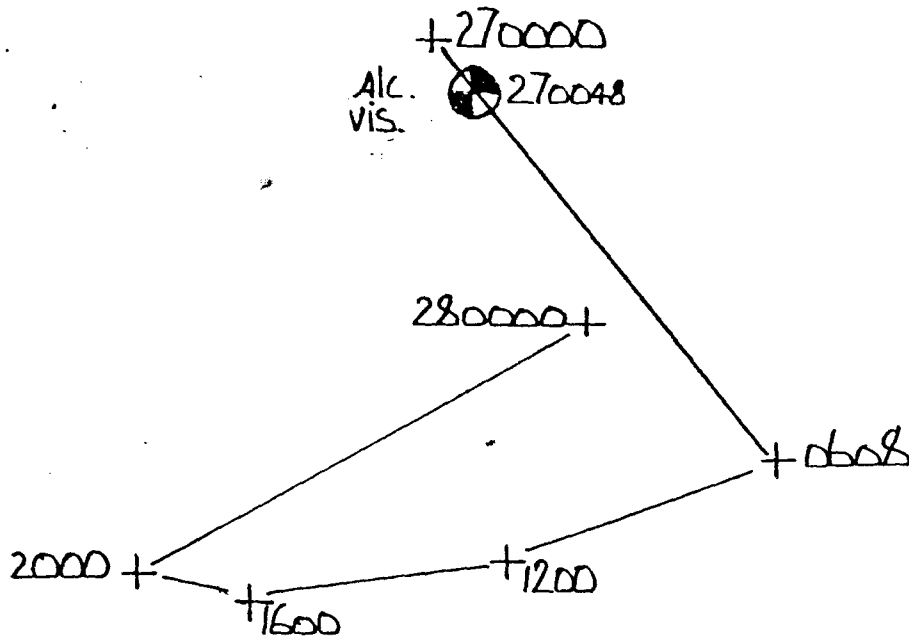
270000³ - 280000³
SECRET

UNCLASSIFIED



47°

58°w.



INCH = 10 MILES

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

243

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 fix

CO 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.

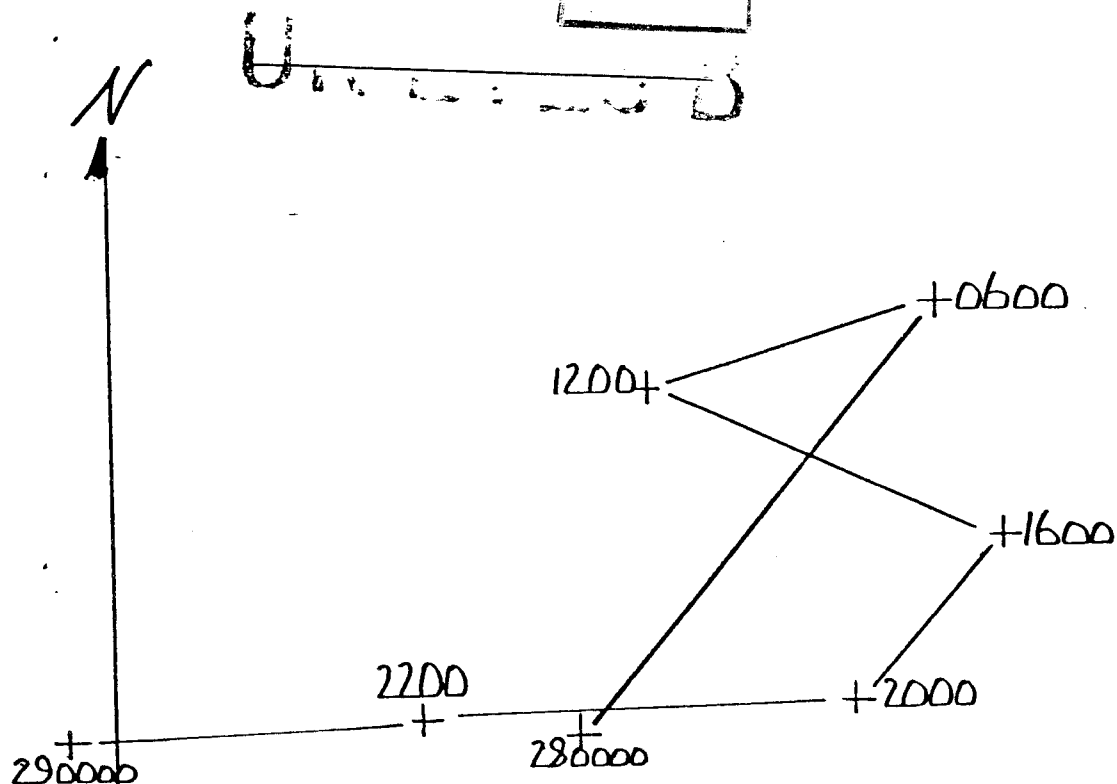
Scott

UNCLASS/NPM

280000² - 290000²

SECRET

UNCLASSIFIED



1 INCH = 10 MILES

SECRET

UNCLASSIFIED

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 200

0355 B - 154 S 69. From LOP stationary BIO contact Range - 43 kyds

0600 Not returning to PD as planned. Intend repair HP Air burst
 in Control Room on HPB 17 and then going up

0800 Position 47 15.6S 58 39.4W

1045 C/D PD Routine and fix
 Weather Wind 5 knots from 295 Vis 5 NM
 Seastate 1 from 295 SSS 2 - 3
 Cloud 60% 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 Vis 10 NM
 Seastate 3 from 210 SSS 3
 Cloud 60% SVP 020 - 4878
 180 - 4878

1814 No new traffic
 C/D 200

~~SECRET~~

UNCLASS/MPM

B-168
~~UK EYES 'B'~~

290000° - 300000°

N
A

+30000

+2000

47°

58°

+1500

+1100

+0500

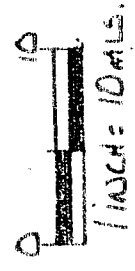
290000

UNCLASS/MPM

E-170

(No page 8-16)

UNCLASS/MPM



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

UNCLASS/MPM

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'~~

UNCLASS/MPM

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

UNCLASS/NPM

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'~~

UNCLASS/NPM

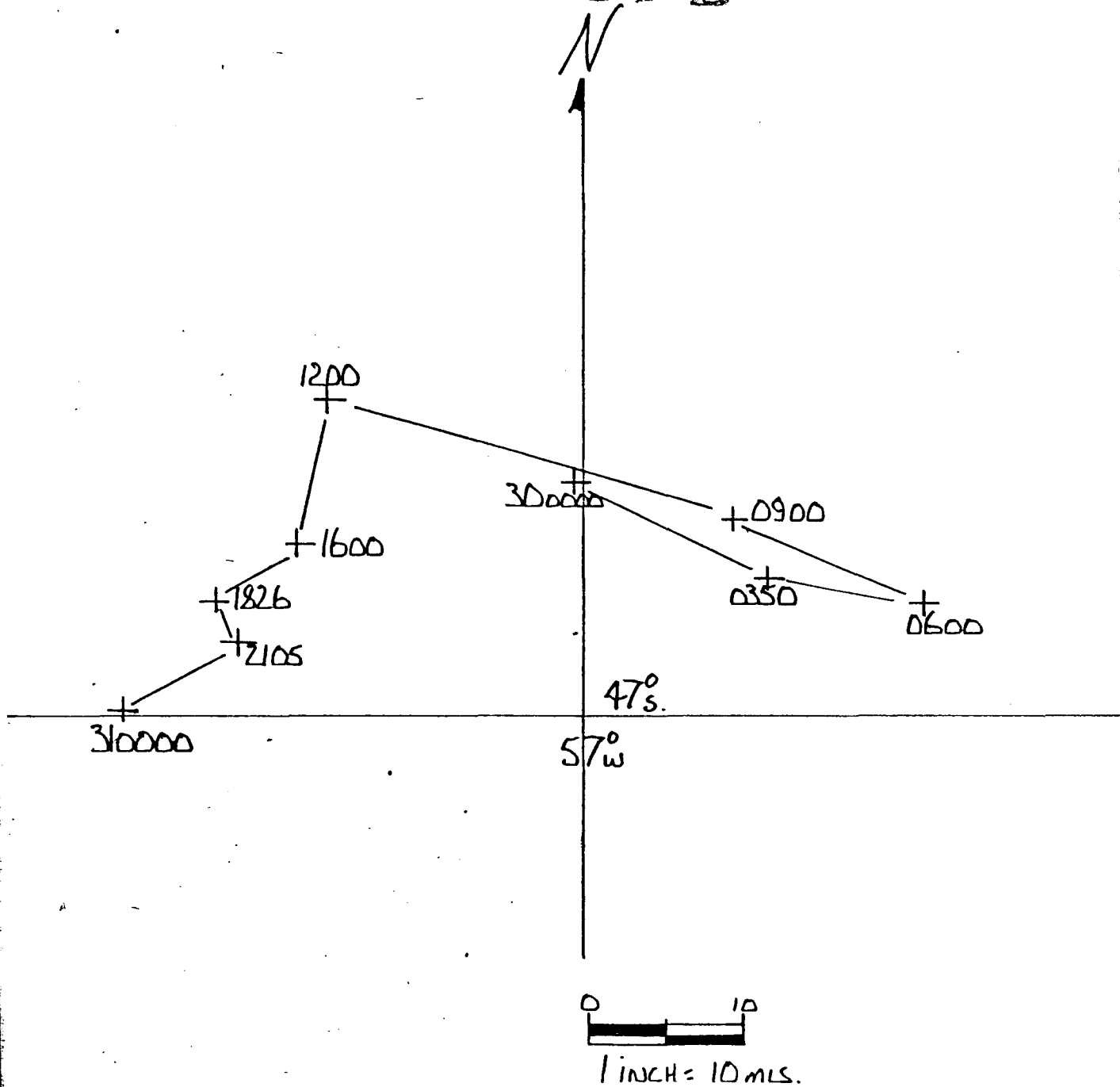
300000°-310000°

249

~~SECRET~~

UNCLASS/NPM

~~UNCLASS B~~



~~SECRET~~

UNCLASS/NPM

~~UNCLASS B~~

B-473

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

UNCLASSIFIED

MONDAY 31 MAY 1982

0050 Traffic received COR 444 - 446
Suspect crypto board works correctly
C/D 200

0505 Very loud BIO all round

0552 C/D PD Routine and fix
Weather: Wind 10 knots from 240 Vis 9NM
Seastate 2 from 240 SSS 2
Cloud ZERO% SVP 020 - 4875
160 - 4875

Traffic received COR 447 - 449
SM3's Welcome to COURAGEOUS

CO COMMENT

COR 448 puts COURAGEOUS into a Patrol box to NW of me from 311200

0755 C/D 200

0800 Position 47 01.4S 57 56.5W

1131 Sunrise

1140 C/D PD Routine and fix

Signals received COR 450, 451

CO COMMENT

Obtained both signals fairly quickly via BILAT. To obey the instructions of yesterdays SVC we then have to take them both again on channel 5 or at any rate the start of them so we can knock them off. I am sure there must be a more efficient method of doing business.

1220 C/D 200

1750 C/D PD Routine and fix
Weather: Wind 15 knots from 210 Vis 10 NM
Seastate 4 from 210 SSS 3 - 4
Cloud 20% SVP 020 - 4880
060 - 4880
105 - 4845
160 - 4845

~~SECRET~~~~B-174~~
~~UK EYES 'B'~~

UNCLASSIFIED

~~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'~~

UNCLASSIFIED

~~SECRET~~ UNCLASS/NPM

UNCLASSIFIED

310000 - 000000

+5500

+1000

+500

+1500

+0000

+30000

1 inch = 10 miles
0 10

28°

46° 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 kyds

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 'R'~~

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 200

2359 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 200

0247 B - 295. S - 08 Med M/V 120 rpm

0306 S - 08 FCS (Poor) 288/32 kyds 020/12 AOB 87 Stbd

0458 C/D PD Routine, Fix and Surface Search

CO 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.

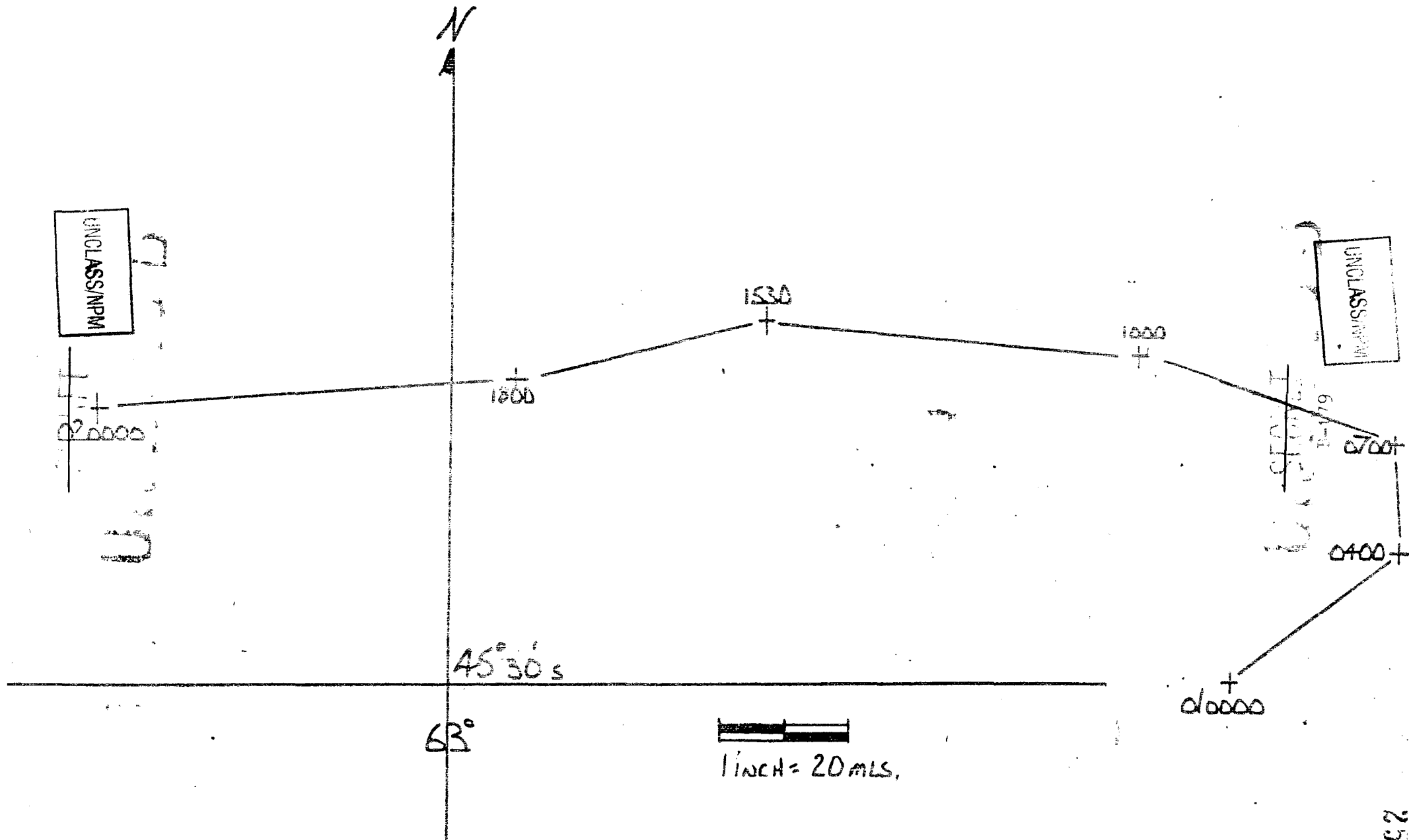
~~SECRET~~

B-178

~~UK EYES LB~~

UNCLASS/NPM

010000Z - 020000Z



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~~

~~UK EYES 'B'~~

258

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 BANDERANTE

Secured from Ventilating - Total 22 minutes

UNCLASS/NPM

~~SECRET~~

~~UK EYES 'B'~~

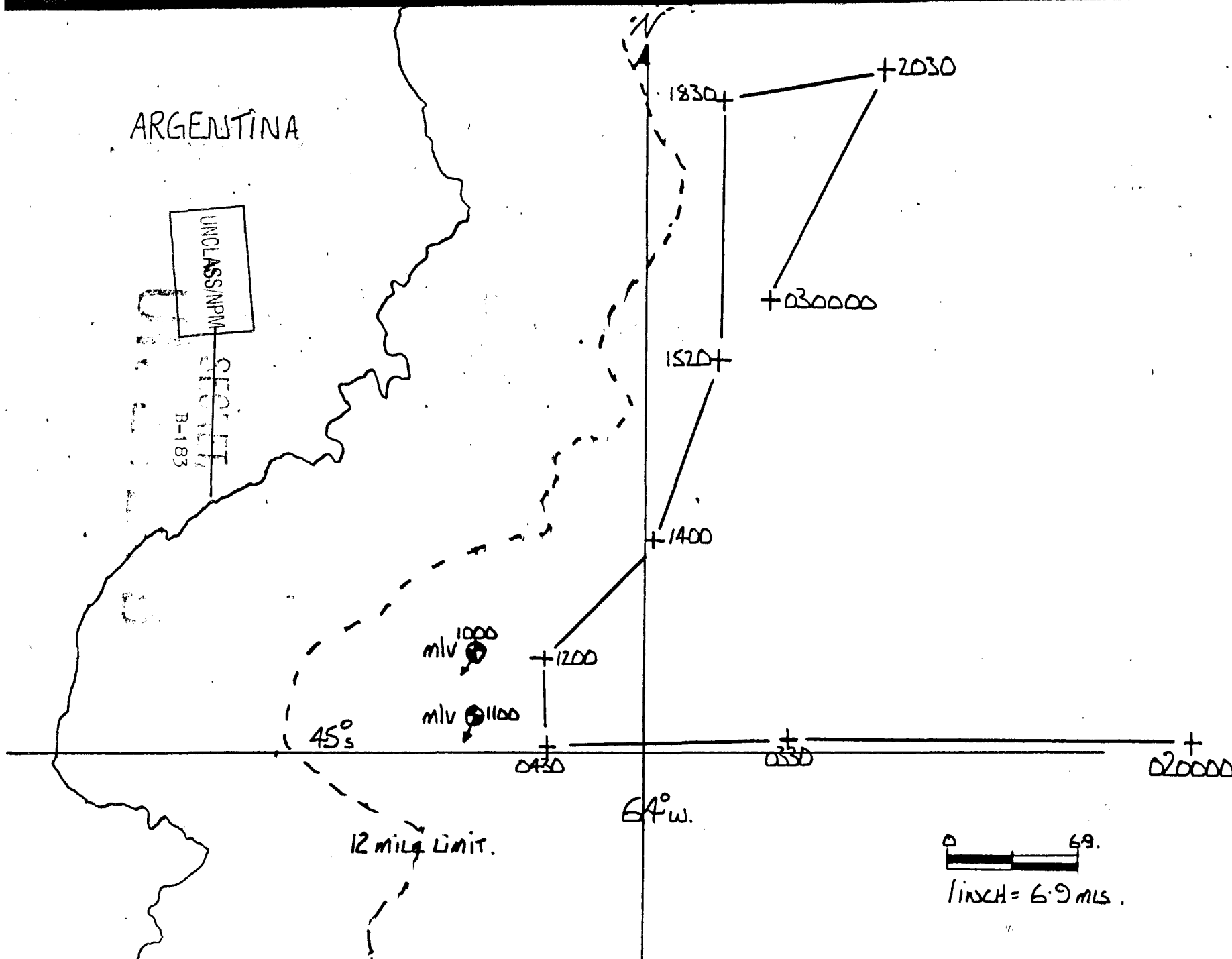
ARGENTINA

UNCLASS/NPM

~~SECRET~~
B-183

UNCLASS/NPM

~~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 BAND EIRANTE

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 SSIXS 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'~~

030000Z - 040000Z

263

UNCLASS/NPM

~~SECRET~~

~~UK EYES 'B'~~

ARGENTINA

12 T.M.L.

S25
032240

65W.

44°3

+ 030000

+ 0300

040000

2200+

2130+

031530 S76

0300 VIS
0300
0340+2002

+2027

1500

+1051

031330 S76

+1742



1 inch = 6.9 miles

~~SECRET~~

~~UK EYES 'B'~~

UNCLASS/NPM

UNCLASS/NPM

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

1742 All traffic received at last!
C/D 160 C/S 12 C/C 030

2000 Position 43 20.3S 64 22.3W
Weather: Wind 18 kts from 355 Vis 10 NM
 Seastate 3 from 355 SSS 3 - 4
 Cloud 100% SVP 020 - 4911
 120 - 4911

2047 Sunset

2200 C/D PD Routine and fix

CO COMMENT

Aim is to obtain traffic on course 090 and then head for TML,
7 miles away

2249 C/C 320 to close TML

2300 CO COMMENT

Still two 'groupers' outstanding but I want to get onto patrol line
in case he is early. Will try again later.

2302 Start Ventilating

2359 Stop Ventilating

CO DAILY SUMMARY

1. Since 1120 the day has been spent in transitting North in
reaction to Intelligence that suggests one Type 42 is going back
to Port BELGRANO. Aim is to patrol off PTA DELGADO until overtaken
by ship's DR or until it is detected and then go North.

2. The increased sea state is making comms reception frustrating
again.

UNCLASS/NPM

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

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 Vis 10 NM
Seastate 2 - 3 from 270 SSS 5
Cloud ZERO% 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'~~

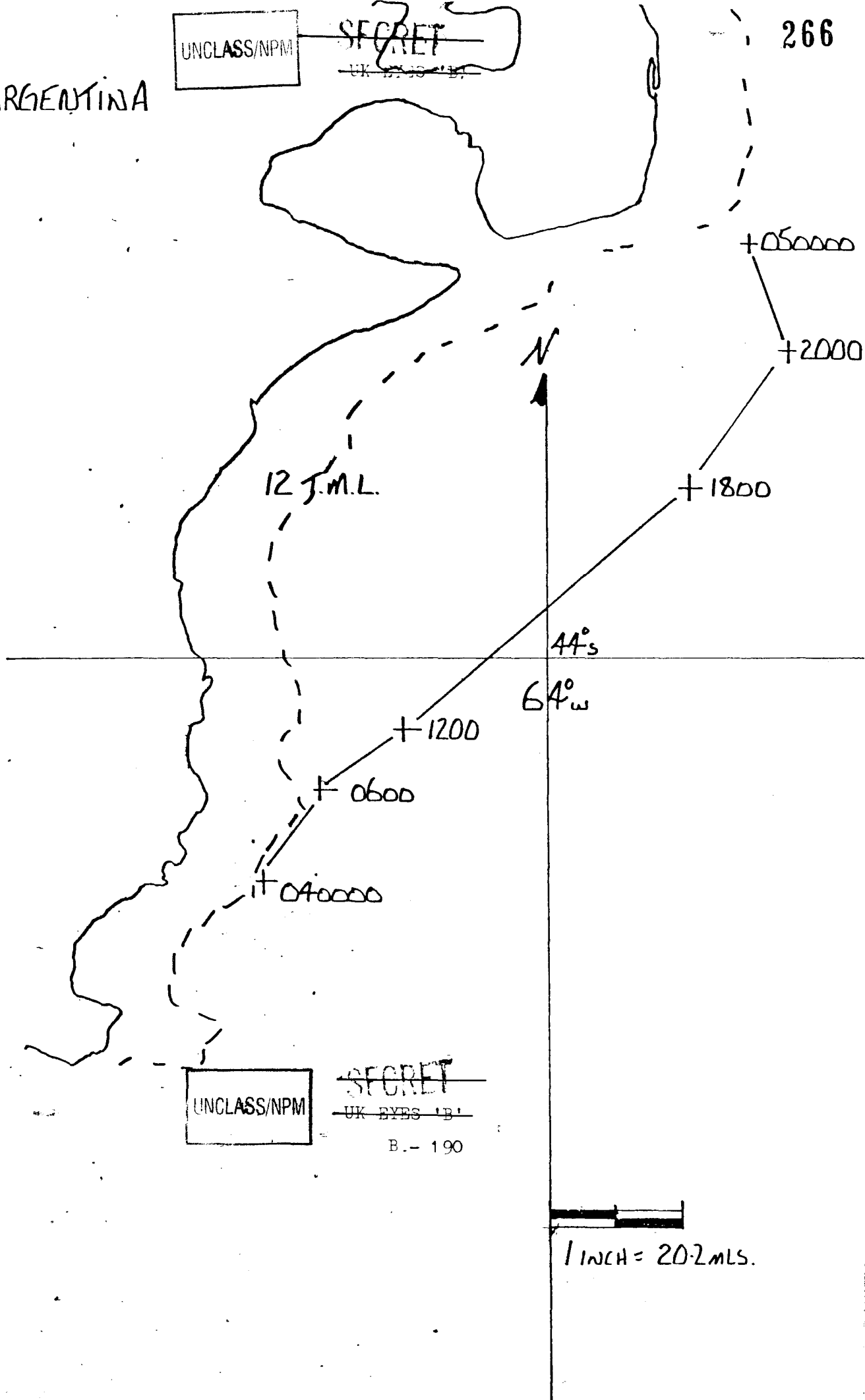
UNCLASS/NPM

~~SECRET~~

~~UK EYES 'B'~~

266

ARGENTINA



UNCLASS/NPM

~~SECRET~~

~~UK EYES 'B'~~

B. - 190

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
 Seastate 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
Seastate 3 from 320
Cloud 50%

Vis 6 NM
SSS 5
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

~~SECRET~~

~~'K EYES 'B'~~

270

ARGENTINA

N

GOLFO SAN MATIAS

+ 060000

+

+ 1512

+

+ 2100

+ 1900

+ 1156

SAN JOSE

+ 0737

+ 050000

43°S

64°W



1 INCH = 20.2 NLS.

UNCLASS/NPM

~~SECRET~~

~~UK EYES 'B'~~

B-194