

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

UNCLASSIFIED

2000 . Position 45 31.3 S 53 34.5W

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

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

2015 Sunset

2135 CO COMMENT

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

2217 C/D 260

2359 CO DAILY SUMMARY

A quiet day.

SATURDAY 15 MAY 1982

0148 C/D PD Routine and fix
 No new traffic

0225 C/D 260

0315 SINS Alarm

CO COMMENT

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

0725 C/D PD Routine, fix and ventilate

0735 Start ventilating

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

Vis 4 NM
 SSS 6
 SVP 020 4899
 260 4895

0840 Stop ventilating

0935 C/D 260

Traffic received COR 288, 289, 290, 291

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

1003 B - 255 T - 24

CO COMMENT

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

1048 Sunrise

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

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

CO COMMENT

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

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

CO COMMENT

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

B - 355 T - 25

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

1340 Listening out for NIMROD - 10 minutes on each frequency

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

1406 C/C 140 to close S - 16

1550 C/D 260 C/S 15

CO COMMENT

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

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

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

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

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B-119

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UK EYES 'B'

1634. C/D 180 to listen above the layer

CO COMMENT

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

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

1725 C/C 270 to resolve bearing ambiguity

1734 B - 125. T - 26 Ambiguity resolved

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

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

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

1845 CO COMMENT

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

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

2000 Position 46 12.1S 54 26.3W

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

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

2016 Sunset

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

CO COMMENT

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

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~~UK EYES 'B'~~

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

249CO DAILY SUMMARY

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

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

SUNDAY 16 MAY 1982

0220 B 155 S - 29. Possible hydroplane noise

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

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

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

CO COMMENT

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

0256 C/C 225 C/S 6.

0309 C/D 200 (Layer depth 240') S - 29 appeared fainter below layer.

CO COMMENT

1. Options are that the contact might be:-

- a. SSN - most unlikely since there are no other clues on any other sonar
- b. SSK - *perhaps, but where has it come from?*
- c. US - don't believe so now, although I did to start with
- d. Bio - possible

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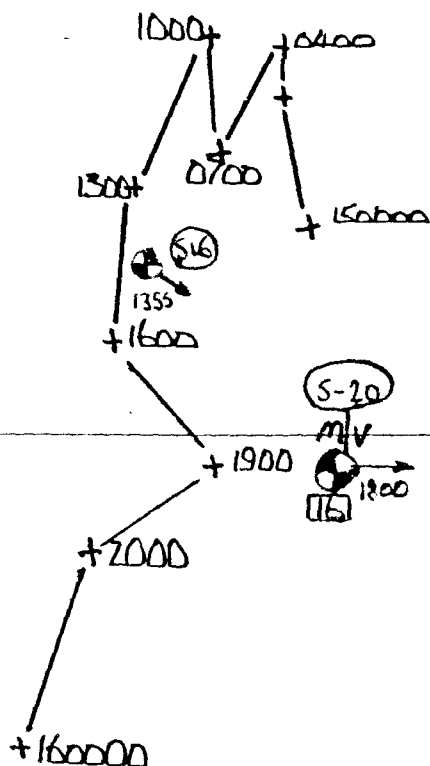
~~UK EYES 'B'~~

150000 - 160000

~~SECRET~~

UNCLASS/MPM

~~UNCLASS/MPM~~



46°

53°W



1 inch = 19 mls

~~SECRET~~

UNCLASS/MPM

~~UNCLASS/MPM~~

~~SECRET~~

UNCLASSIFIED

~~UK EYES - B~~

2. The options that I have are:-

- a. stay here and monitor it while trying to range and track it
- b. Go active - not yet
- c. Close - - not too happy about doing this yet

Therefore intend remaining at slow speed in the layer,
monitoring S - 29 and trying to get a better classification

0314 B - 170/280 49.6 and 50.1 Hz on array. Held for 4 minutes
B - 172. S - 29.

CO COMMENT

This tonal could be S - 29 or us. Not held for long enough to investigate

0359 S - 29 not heard for 9 minutes
C/D 260 C/S 7 C/C 195

CO COMMENT

Intend running down the bearing for up to 1 hour to see if I can close.

0410 B 113/277 50Hz line on array

CO COMMENT

This would indicate that the Tonal is from B - 277 and not associated with S - 29.

0436 C/S 10. S - 29 only occasionally audible. There is no pattern to the noise.

0445 C/C 110 to try and move the bearing of S - 29

0451 C/C 195. S - 29 not heard for 5 minutes.

0515 C/S 6 to listen for S - 29. Not heard for 24 minutes

0518 B - 183. S - 29 very faint
C/C 210 to put S - 29 in good beams

CO COMMENT

S - 29 now sounds different and more complex. Possibly a number of tones audible. Getting louder.

0553 3 transmissions, Position 13 - No contacts.

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0600 C/C 280 to produce a left bearing movement on S - 29
C/D 160 to listen above layer - no change

0612 C/D 425 to listen below layer - no change

0617 3 transmissions Position 13 - B - 216 R - 64 kyds, Probable bottom

0625 C/D 260 C/S 15 C/C 000

CO FINAL COMMENT

Classification is not really based on very much except a "feeling in the water". The only thing it could be, if a submarine, is plane noise. There is no other characteristic on it on any sensor. Therefore not SSN and not SSK at PD, since no in/out, cavitation etc. If it is an SSK it is Deep; but course and speed of contact for four hours seems to have been about 190 - 9 knots, a little fast. In addition, intelligence would suggest no ARG SSK in area. Therefore Non Sub, but I know not what. Look forward to JAAC's thoughts on contact! Intend clearing area to the North before returning to PD.

0724 C/D PD Routine and fix.

0800 Position 46 48.7S 54 56.0W
Weather Wind 15 knots from 270 Vis 5 NM
Seastate 2 - 3 from 270 SSS 1 - 2
Cloud 100% SVP 020 - 4907
150 - 4907
190 - 4875

1020 Start ventilating

1053 Sunrise

1110 Stop ventilating. C/D 200 C/S 10 C/C N - clear SNORT Datum.
Signals received COR 293 (rerun), 297, 298

1532 C/D PD Routine and fix

1730 Traffic received COR 299 - 302

CO COMMENT

This suggests that the CVA might be near RIO GRANDE - our old area !!

1732 B - 153. S 05 audible ship contact
cd 20 cd 120 to investigate

B - 156 S - 05 - medium diesel M/V Very long range

B-124

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2000 Position 46 29.4 S 55 44.9W

2015 Sunset

2100 C/D PD. Routine, Fix, domestics, ventilate and listen out for NIMROD on ASV search

Weather	Wind 10 knots from 270	Vis 3 NM
	Seastate 2 from 270	SS 1 - 2
	Cloud 100%	SVP 020 - 4890
		170 - 4890

2315 Traffic received COR 303 - Area reallocation - I lose areas to East.
Send more Sitreps!

COR 304

ZID cleared

2316 C/D 200 C/S 6 C/C 270

CO COMMENT

No sign of NIMROD

2359 CO DAILY SUMMARY

1. Quiet day, - with the exception of S - 29 during the morning, there was nothing of interest. My final classification of that was non submarine, but I know not what.
2. We seem to have lost the CVA.
3. COR 303 has slightly bottled me up to the west to allow VALIANT south. Also it would appear that I am sending insufficient sitreps - but difficult to make something of nothing.

MONDAY 17 MAY 1982

0214 B - 050 S - 72. "Plane noise".

CO COMMENT

S - 72 is the same noise as S - 29 which was heard 24 hours ago (to within 5 minutes). Still no idea what it could be.

0236 C/D PD Routine and fix.

0330 B - 234 S - 05)
B - 235 S - 81) both probably F/V, approximate range 40 kys

Traffic received COR 304, 305, 306.

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B-125

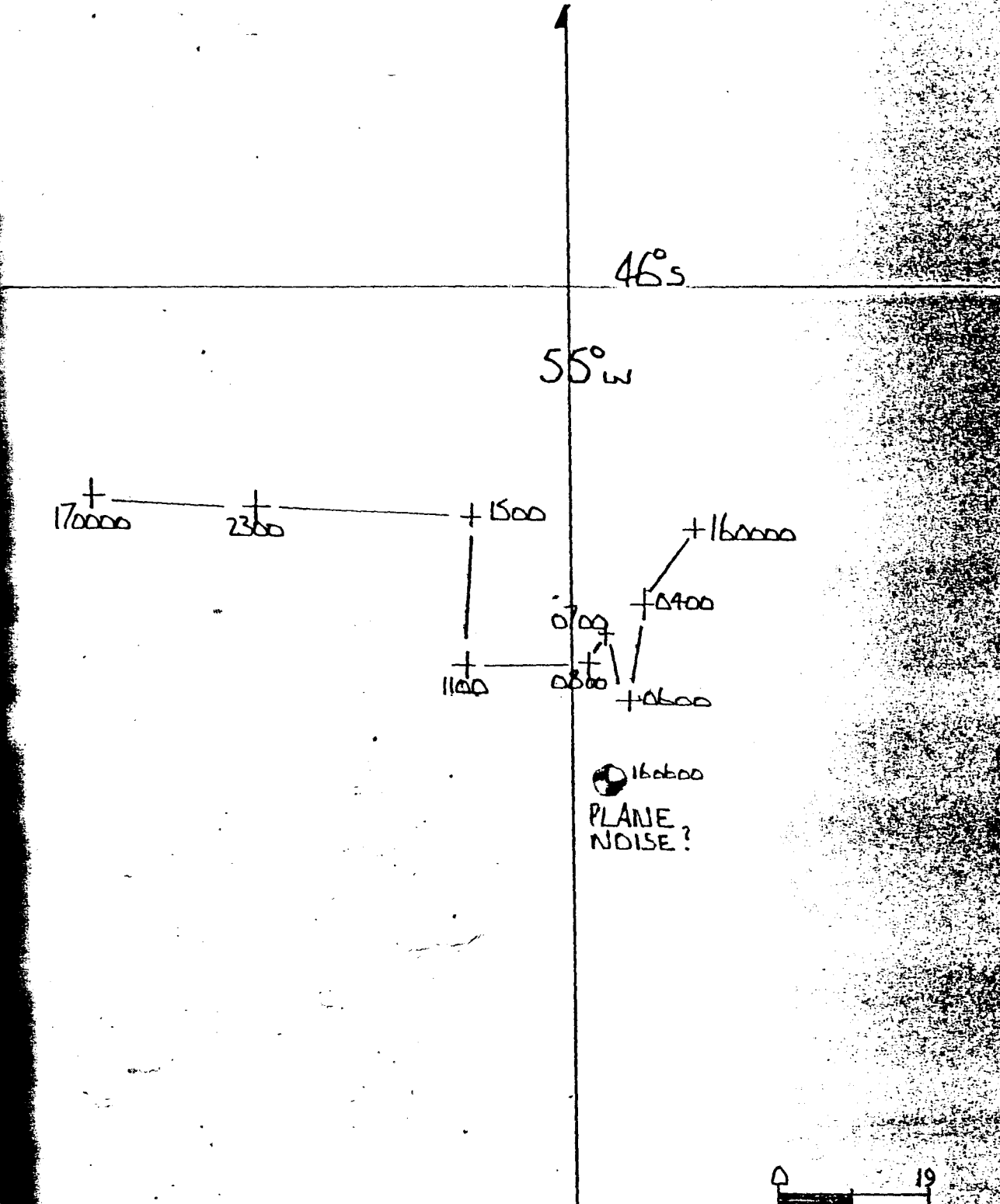
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160000² - 170000²

UNCLASS/NPM

UNCLASS/NPM



UNCLASS/NPM



1 INCH = 19 MILES

SECRET
B-126

UNCLASS/NPM

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

UNCLASS/NPM

0400 C/D 200

0758 C/D PD Routine, Fix and snort ventilate

0800 Position 46°29'.48 57°01'.8W
Weather: Too dark SSS 3
SVP: 020 - 4870
180 - 4870

0807 Start ventilating

0830 CO COMMENT
Left old set of areas 4 hours early
Received COR 307, 308 (NIMROD flight details)

0908 Stop ventilating

0922 C/D 200 Intend to head for centre of my patrol area

1048 Sunrise

1507 C/D PD Routine and fix
Weather: Wind 10 knots from 020 Vis 0.5 NM (Fog)
Sea State: 1 from 018 SSS: 3
Cloud: 100%

CO COMMENT
Received COR 309 via SSIXS! Intend 10 knot transit to SW of my area in anticipation of the new water to be allocated to cover NW approaches to Falkland Islands for forthcoming landing.

1555 C/D 200 C/C 235 - heading for new area

2000 Position 47°00'S 58°30'W

2027 Sunset

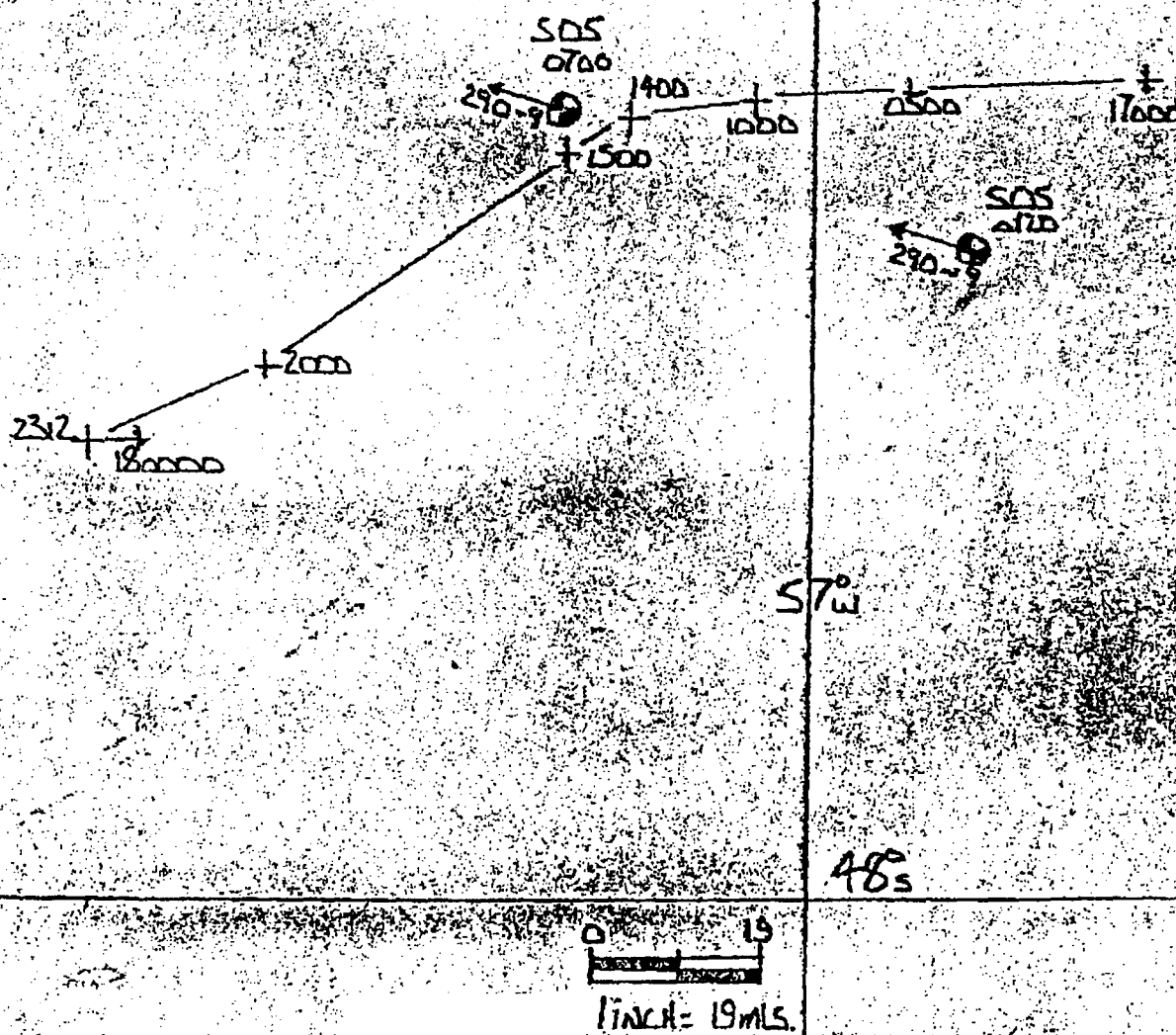
2125 C/D PD Routine, fix and ventilate
Weather: Too dark SVP: 020 - 4870
SSS: 3 080 - 4853
110 - 4853
135 - 4845
190 - 4845

2133 Start ventilating

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

UNCLASS/NPM

170000° — 180000°



~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

2135 Possible I Band racket on YAF (not audible, no bearing)
fits Boeing 707
Stop ventilating

2148 Warner clearance - no rackets

2149 Boeing 707 again on YAF
C/D 260 C/S 12 C/C 270

CO COMMENT

Intend staying deep for 1 hour to further investigate the warner interference and to allow the possible 707 to clear the area.

2322 C/D PD Routine, Fix and ventilate

CO COMMENT

HF and VLF reception on the wire is very poor, there is obviously some water ingress. Intend opening 60 NM to the East and to surface to repair or change the wire.

2359 CO DAILY SUMMARY

Another quiet day. The HF reception problem could just be the HF tail which I can easily replace, or the watermate connection which is the worst case. My fingers are crossed for the former.

TUESDAY 18 MAY 1982

0307 C/D PD to surface

0320 No rackets, no visual contacts. Vis 1NM (Mist)

0321 Surfaced: 1. Emergency UHF aerial rigged for SSIXS
2. HF tail on - floating wire (AHG) changed, but no improvement
3. Two replacement AHG's also defective

CO COMMENT

1. SSIXS Emergency UHF aerial is excellent - gives one an insight into what joy a trouble free comms patrol might be like.
2. HF reception is now worse than when I started. Intend diving to allow the maintainers to attempt repairs on all three wires. This requires resoldering at the outboard Dielectric, which is not believed possible onboard.

The ability to make the end product watertight is also doubtful.

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UK EYES 'B'

UNCLASS/NPM

0603 Dived
C/D 260

0800 Position 46 46.3S 57 34.4W
Weather Unassessed SVP 020 4880
SSS 2 260 4879
300 4870
400 4860
700 4825

0914 C/D PD

0923 Surfaced to stream a repaired AHG

1013 No reception on AHG

CO COMMENT

Repair of first wire was unsuccessful. Diving now as it gets light to attempt repair on second wire. Intend surfacing to stream it as soon as it is ready.

1037 Dived

1110 Intend remaining within 10 NM at 46 50S 57 30W

1111 Sunrise

1725 C/D PD. Attempt to receive Routine on SSIXS and fix

2000 Position 46 54.1S 57 22.0W
Weather: Wind 5 knots from 110 Vis 1 NM
Seastate 1 from 110 SSS 1 - 2
Cloud 100%

2022 Sunset

2320 No rackets, Nothing visual. Vis 0.5 NM (Mist)

2322 Surfaced to stream repaired AHG.

2359 CO DAILY SUMMARY

This has most probably been the most frustrating day of the Patrol. We were all set to move West into water where the ARG Warships are thought to be, when reception on the HF tail on the floating wire started to show signs of deteriorating. I therefore withdrew 60NM to the East to surface in order to replace it with one of the other two I carried. On surfacing these were both found to be damaged by water ingress - Why? Brought all three below to work on them, but successful repair seems unlikely.

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~~UK EYES 'B'~~

UNCLASS/NPM

20

I then had to watch the water to the West of me be reallocated to VALIANT, so that I now sit with an SSN buffer between me and any chance of some action. Present indications (confirmed at 190050) show that all 3 wires are just as useless. The result - I have wasted at least 36 hours operational time, lost the water where I might do something useful and now have to sit in a passive posture, not the best employment of an SSN; all because of the inability to repair an HF wire.

The Good News!? - SSIXS, that has not worked for over a week, decided to come good when HF went down - again without any technical explanation forthcoming. Let us hope I am allowed back in before it is too late.

Today received COR 311 that says we will be off station 2 June and back 25 August. I have many thoughts for improving my comms fit which will be actioned before I return.

WEDNESDAY 19 MAY 1982

0015 No new traffic on SSIXS via emergency UHF aerial

0025 Dived C/D 200

CO COMMENT

All three wires tested and the best one streamed although it is not correct. Intention is to catch a trim at 200 feet and then return to PD to test HF reception.

0046 C/D PD No reception on HF tail

CO COMMENT

The best wire does not work. The last 20 hours plus seems to have been wasted. I am now relying on intermittent SSIXS. (See CO DAILY SUMMARY on 18 May for full thoughts).

0050 C/D 200 to continue ASV Patrol

0300 C/D PD for Routine, Fix and domestics
COR 324 (NEPTUNE heads down) received

0510 C/D 200

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B-131

~~UK EYES 'B'~~

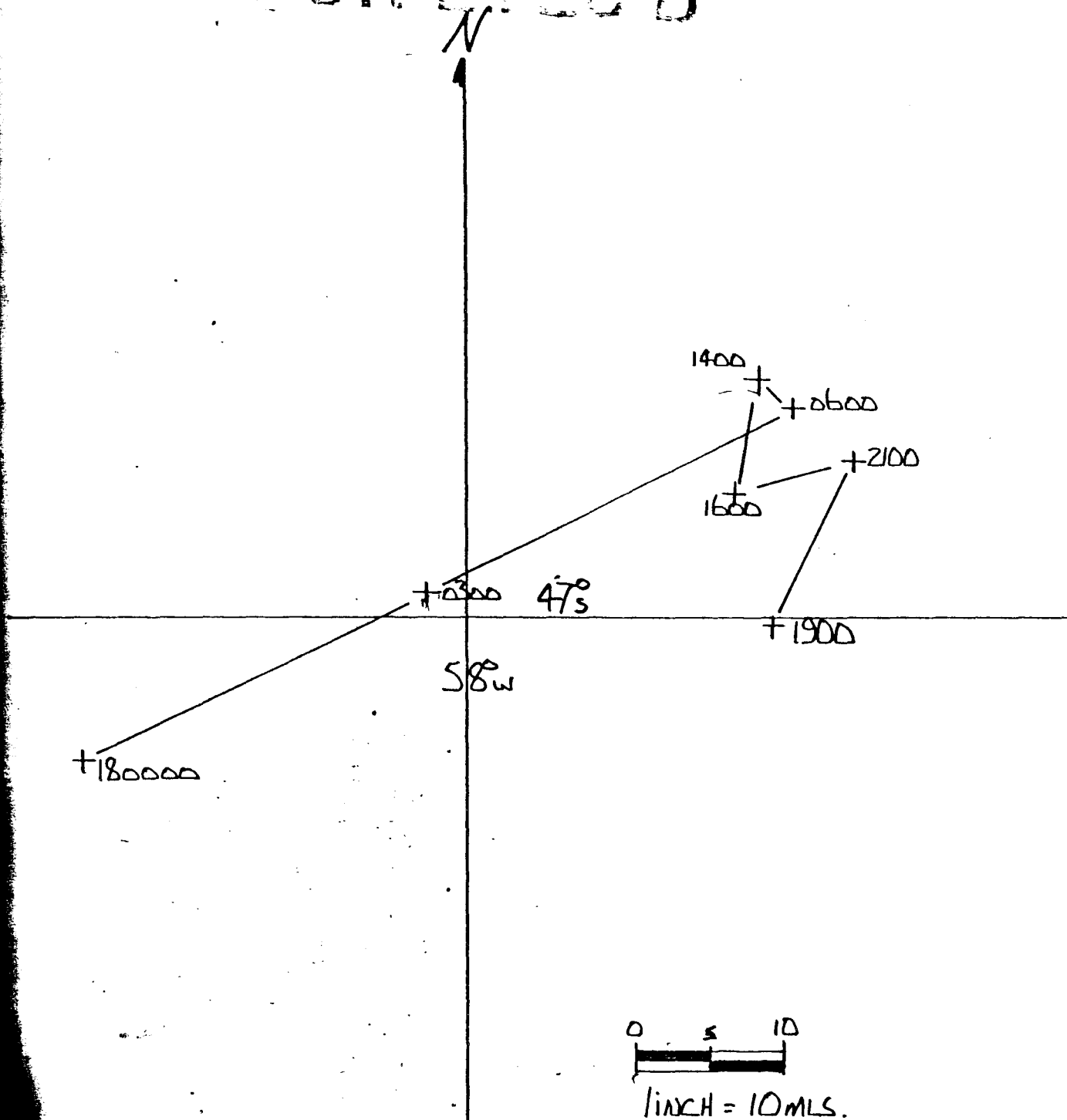
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180000² - 190000²

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UNCLASS/NPM

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~~SECRET~~

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~~UK EYES 'B'~~0800

Position 47 29.7S 57 59.5W

0902

C/D PD Routine, fix and domestics

Weather: Too Dark

SVP 020 4880

SSS 4

160 4880

Traffic received. COR 323 - NIMROD

COR 325 - Pt 4 Buffer zone

CO COMMENT

SSIXS is working well! Have received an extract of the News too which tells me that the TASK FORCE has been placed on Active Service since Saturday 15 May - the last time was in the early 1960's.

0950

Nothing heard from the NIMROD mentioned in COR 323.

1106

C/D 260

1113

Sunrise

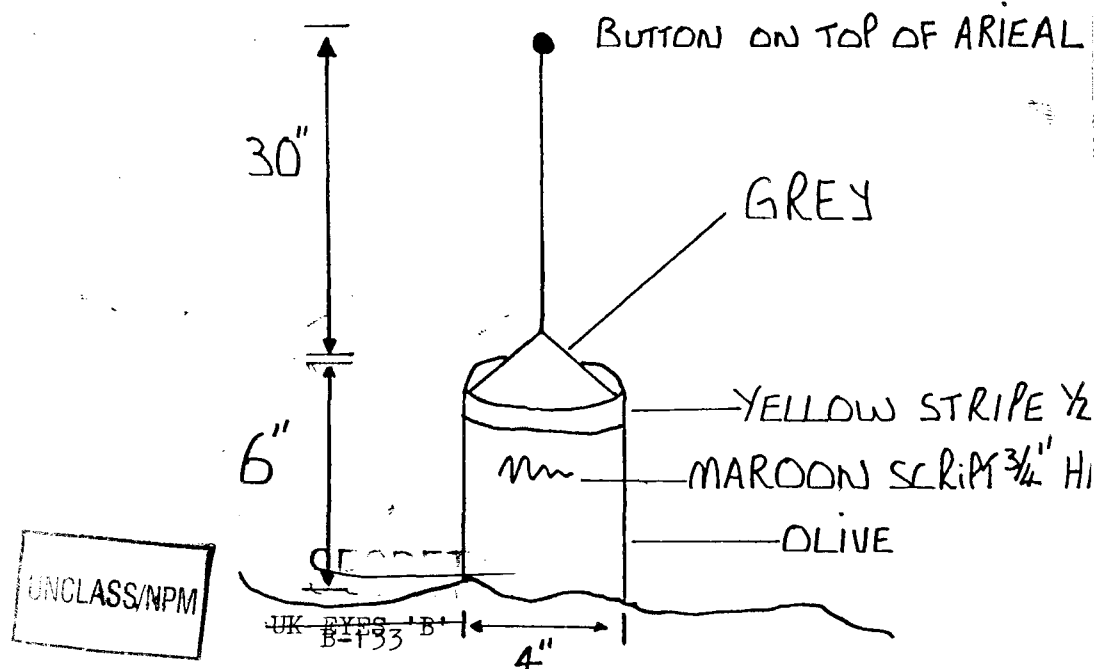
1242

JEZ Buoy sighted - R 20 yds. Position 47 32S 57 57SW

C/D 700 C/S 21 C/C 260

CO COMMENT

00W sighted JEZ buoy close - went deep on magnetic West to clear Datum. Intend opening 'off - track' to NW for 6 NM and then running West for a further 45 minutes, No intelligence of aircraft in the area, no rackets for 4 hours and no indication that they might have searched this part of the world before. Unlikely that it is still active



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1300 C/C 320

1314 C/C N Start 'GRANNIES - FOOTSTEPS' - 20⁰ every 10 minutes back to 260.

1416 C/D 260 C/S 5 SVP 020 - 4845
260 - 4837
300 - 4837
380 - 4825
640 - 4825

1501 Interference on Warner I Band is getting worse; investigating the probable cause which is the test source

1645 C/D PD Routine and fix
Received - COR 326 - Area Sitrep
327 - Heads Down
328 - Weather Report

1806 C/D 260

2000 Position 47 24.8S 58 36.4W

2025 Sunset

2128 C/D PD Routine, Fix and domestics
Weather: Wind 15 knots from 000 Vis 5 NM
Seastate 2 from 000 SSS 5
Cloud 100% SVP 20 - 4845
180 - 4845

Traffic received COR 239 - Family grams for Pt ONE/TWO!

2200 C/D 260

2359 CO DAILY SUMMARY
Quiet day patrolling the Area.

THURSDAY 20 MAY 1982

0057 C/D PD Routine
Received COR 330, 332. 334 not on the routine yet, probably the daily sitrep grouper

~~SECRET~~

B-135

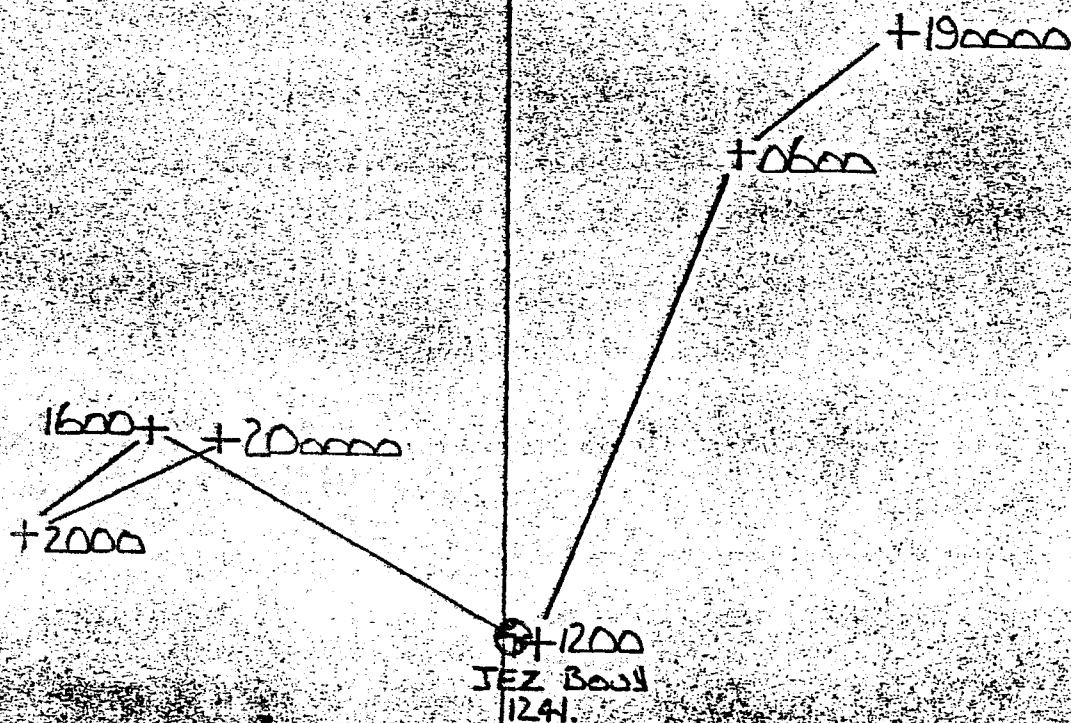
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(No B-134)

$190000^2 - 200000^2$
~~SECRET~~~~UNCLASSIFIED~~

UNCLASS/NPM



0 10
1 inch = 10 MLS.

48°S

58°W

~~SECRET~~

B-136

UNCLASS/NPM

~~SECRET~~

UNCLASS/NPM

UK EYES 'B'

CO COMMENT

1. COR 330 - Reminds that I am a shield and not a Lance!
At least I feel more confident I am doing something useful.
2. Working on CO2 Scrubber problem - appears to be fixed but CO2 is high.
3. Stopped work on trying to cure problem on I Band.
4. Moving towards the centre of my patrol area.

C/D 260

C/D PD Routine, fix and domestics

Position: 47 09.55S 57 35.9W

Weather: Wind 20 knots from 030

Seastate 3 from 030

Cloud ZERO%

Vis 8NM

SSS 6 +

SVP 020 4877

260 4876

380 4864

Traffic received COR 333 - NIMROD/Intentions

N/N - CTG 318.7 - Morale Booster

C/D 260

Sunrise

C/D PD Routine and fix

CO COMMENT

1. At PD for 6 hourly weather report.
2. All night we have been in a high CO2 environment. Fixing one CO2 leak on scrubbers has produced 4 more, however I believe the problem is fixed and CO2 should start to fall again.
3. Spent all night working to remove I Band interference on WARNER - probable cause is in the mast. Filter fitted that seems to be cutting it down.
4. What next!?

COR 334 - ARG gunnery close to coast via 5130N

COR 335(v) - Area change Point One - she covers San GORGE Bay

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B-157

UK EYES 'B'

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

UNCLASS/NPM

1310 20 - 30 GLOBICEPHALE MELAENA astern!

1334 C/D 200

1535 B - 310. T - 59 Poss shaft rub - associated with WP F/V

1615 T - 59 faded

1732 C/D PD Routine and fix

1815 Traffic received COR 336 - Landings are on
BOUCHARD off RIO GRANDE

COR 337 - A/C flights from RIO GALLEGOS

CO COMMENT

The landings are now on in SAN CARLOS water (Operation SUTTON)

1920 Weather: Wind 10 knots from 350 Vis 3 NM
Seastate 3 from 350 SSS 6
Cloud 100% SVP 020 - 4880
140 - 4880
160 - 4867
200 - 4865

2000 Position 47 04S 57 21.5W

2020 Sunset

2340 C/D PD Routine and fix

2359 CO DAILY SUMMARY

1. Very quiet day.
2. Todays defects were the CO2 scrubber discharge system. When one leak was investigated; four more were found. This resulted in the atmosphere being out of spec for CO2 for 15 hours. The Warner Mast developed yet further interference which tends to restrict my search to below PD.
3. Initiation of Operation SUTTON is great News!!

~~SECRET~~

B-138

~~UK EYES 'B'~~

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

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FRIDAY 21 MAY 19820245 C/D 200CO COMMENT

COR 339 is a very long grouper. Have obtained 9 garbled copies from which I hope to patch together a good one.

0555 C/D PD Routine and fixCO COMMENT

Clear night. Will remain at PD for Visual, ESM search

0748 B - 320. Bright white flash
B - 317. S - 16 faint audible contact, could be associated with the flash

0757 B - 245 Second flashCO COMMENT

Several white flashes have been seen between 245 - 320. All very brief, either gunfire or lightning Due to the lack of consistent bearing, classified: Lightning.

0800 Position: 46 54.7S 57 35.9W Vis 6NM
Weather: Wind 15 knots from 010 SSS 3 - 4
Seastate 2 from 010 SVP 020 - 4883
Cloud ZERO % 260 - 4880

Traffic received COR 339 - Good long ARG Sitrep
COR 341 - Assessment of ARG Options
COR 342 - Political Situation

CO COMMENT

Have spent all night trying to receive and break COR 339 (1078 groups) a 341 (480 groups). They were worth it.

0844 C/D 200
B - 328 S - 16 Best estimate of Range 50 kyds. Only BIO audible

0905 S - 16 FCS (Poor) 327/45 kyds 070/12 AOB 77 Stbd0940 B - 339, S - 16. Nothing audible. Intend sprinting down the bearing to close

C/D 425 C/S 15 C/C 000

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B-139

~~UK EYES 'B'~~

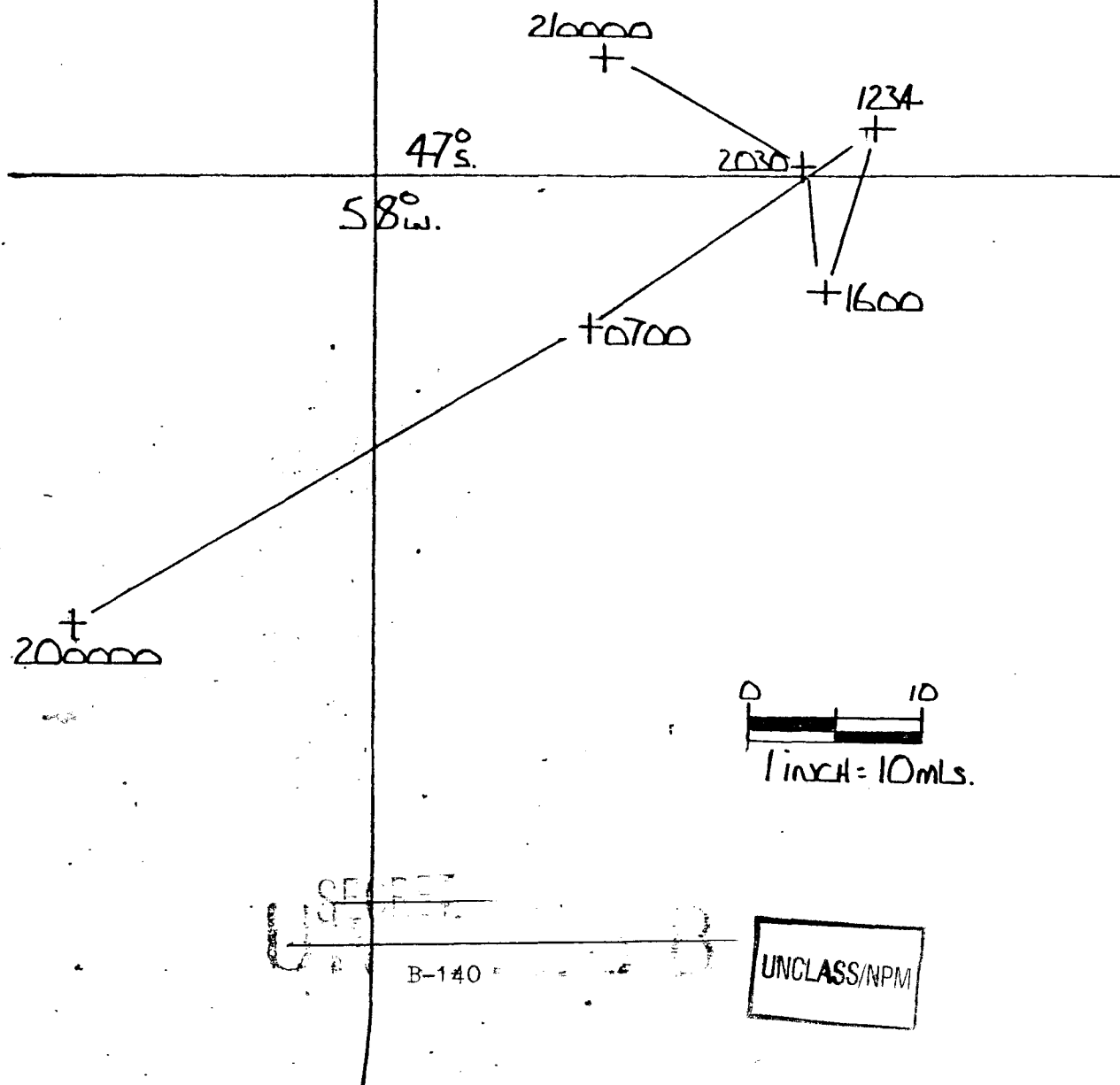
UNCLASS/NPM

200000 - 210000

217

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UNCLASS/NPM



~~SECRET~~

B-140

UNCLASS/NPM

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UNCLASS/NPM

~~UK EYES 'B'~~

1020 B - 350 S - 44 (S - 16 regained) Not audible. Range approximately 32 kyds, contact is on Easterly heading, quite fast speed.

CO COMMENT

I do not intend pursuing this contact as he is well outside my area. If he appears to move South I will think again.

1112 Sunrise

1136 C/D PD C/S 5 C/C 090 - Routine and fix
Nice clear day
COR 343 (only signal) -Our weather reports are appreciated, plus
Tigerfish Mod 1 recommendations

1244 C/D 200 C/C 270

1325 B 347/193. T - 67 Very unstable (Shifts of up to 25 Hz seen)
gearing line
C/C to resolve ambiguity

1422 B 347. T - 67
C/C 010 to close T - 67

1540 CO COMMENT

After a 40 minute run at 15 knots, no change in intensity of T - 67. Intend remaining in my present position until 1700 before returning to PD. If nothing further on T - 67 on going deep again, I shall return to the South and wait for her to come to me!

1615 B - 347 S - 06 Could be associated with T - 67

1645 C/C 050 C/S 12 - ranging on S - 06
FCS (Poor) 332/50 kyds 220/15 AOB 48 Port

1728 C/D PD C/S 4 C/C 090 Routine

1849 C/D 200

Weather: Wind 20 knots from 230
Seastate 3 - 4 from 230
Cloud 10%

Vis 8 NM
SSS 4 - 5
SVP 020 - 4877
180 - 4877

Received COR 344, 346, 347 - Unimportant and COR 345

~~SECRET~~

B-141

~~UK EYES 'B'~~

UNCLASS/NPM

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

UNCLASS/NPM

CO COMMENT

1. It has taken me $1\frac{1}{2}$ hours to get 2 groupers (400 groups each). Comms certainly teaches one patience!

2. The way T - 67 has come and gone all day suggests to me that it is a WP F/V starting and stopping rather than a W/S closing me. However the continental shelf is 180NM away down the bearing.

2000 Position 47 12.4S 57 19.4W

2022 Sunset

2030 B - 347 T - 67 Possible Type 42 gearing line?

2123 B - 347 T - 67 faded suddenly - stopped?

2200 CO COMMENT

Still no sign that contact T - 67 is of interest. She has not apparently closed during the last 12 hours. Moving to South, back into centre of my Area. If it is a warship then it will come to me later.

2219 C/D 425 C/S 21 C/C 190. Running for 1 hour before surfacing to stream a new wire.

2330 C/D PD C/S 5 C/C 090
No contacts sonar, No Rackets
Weather: Wind 15 knots from 230 Vis 6 NM
Seastate 3 from 230 SSS 6
Cloud 10%

2344 Surfaced - start circling to Port

2359 CO DAILY SUMMARY

1. Spent the first part of the day investigating Tonal. T - 67 to North of me. Although it can not be written off as non threat, she is still a long way North. Therefore moved back to centre of Area.

2. Surfaced (again!) to stream one of the newly built HF wires (iaw COR 340).

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

UNCLASS/NPM

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

UNCLASS/NPM

SATURDAY 22 MAY 19820019 Dived - C/D 2000030 Some HF reception (low frequencies only)0035 C/D PD0040 No reception on wire0054 Very loud cavitation - OSN, possibly floating wire around the propeller. Going ahead/astern will not clear it.CO COMMENT

The surface and dive to restream an HF wire went very smoothly. However it was too rough to put anyone on the casing, so the old wire was released overboard. On diving and speeding up, strong cavitation from us was audible above 7 knots. I must presume that one of the two wires is now wrapped around the propeller. It is too rough to put Divers down at present, I shall have to wait for the weather to improve.

In the meantime, it is very restrictive and gives an excellent opportunity for counter detection by SSK/JES/etc.

0135 C/D 200 C/S 8 C/C 180 - Heading towards centre of area

0535 C/D PD C/S 5 Routine and fix
B - 305 T - 67 is still here!
Possibilities for T - 67:-

1. F/V FCS (Very poor) 305/160 kyds 250/8 AOB 125 Port
2. Type 42 FCS (Very poor) 305/90 kyds 180/18 AOB 55 Port

Solution 1. More likely as it puts the contact on the 100 fathom line

0730 Received COR 349 - 355

0753 B - 090 Bright white light; possible A/C coming straight towards
(In position 47 08.8S 57 13.2W)
C/D 700 C/S 21

ACTION STATIONS

(No rackets during the 2½ hours at PD)

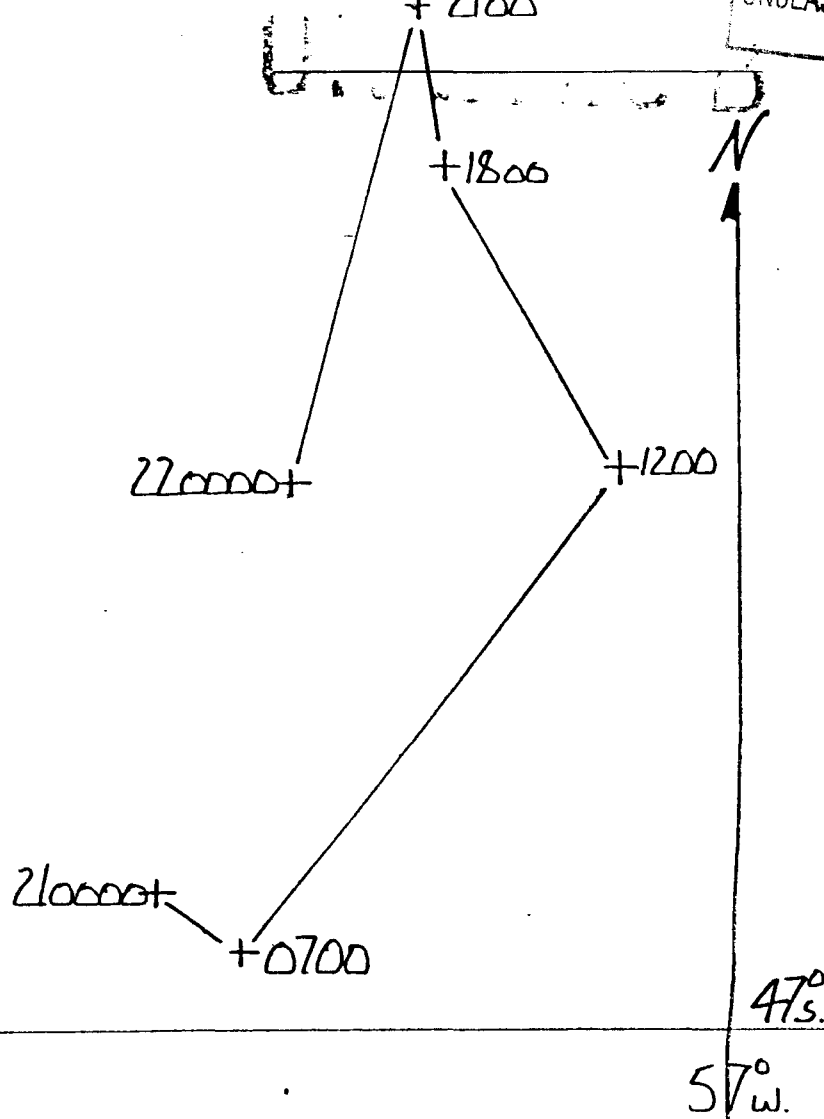
~~SECRET~~~~B-145~~~~UK EYES 'B'~~

UNCLASS/NPM

210000° - 220000°

~~SECRET~~
+ 2100

UNCLASS/NPM



1 inch = 10 miles.

~~SECRET~~

B#144

UNCLASS/NPM

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

UNCLASS

CO COMMENT

1. Took 2 hours 20 minutes to achieve COR 349 - 355.
2. The Battle on the FI seems to be going well, but the surface ships are suffering
3. While shallow for final Satellite Challenge, the OOW saw a bright light ahead and the submarine went deep to evade, presuming the worst.
No MPA thought to be in the area, but with Warner I Band suspect, I decided it was best to evade for 1 hour to the SE using "GRANNIES FOOTSTEPS".
Assessment: MPA with searchlight on (Why?), or Planet JUPITER

4. Cavitation continues.

0800 Position 47 08.8N 57 13.2W

0845 B - 307 R - 26 kyds. Datum of sighting aircraft
No sonar contacts
Fall out Action Stations

0850 C/D 425 C/S 8 C/C 185

0900 B - 308 T - 67 and S - 90

1000 C/C 340 to range on T - 67 and S - 90

1010 Range greater than 70 kyds

1112 Sunrise

1145 C/D PD Routine and fix
Weather: Wind 15 knots from 250 Vis 7.5 NM
Seastate 2 from 250 SSS 4
Cloud 30% SVP 020 4882
280 4882
360 4870
515 4825
670 4825

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

B-145

UNCLASS/NPM

~~SECRET~~

~~UK EYES 'B'~~

UNCLASS/NPM

223

1230 COR 356, 357 received

CO COMMENT

COR 356 reminds me that we straddle ARG SSK route P BELGRANO - FI,
- just the reminder I need with my cavitation problem.

1256 C/D 200

1740 C/D PD Routine and fix

Weather: Wind 15 knots from 340 Vis 10NM
Seastate 3 from 325 SSS 4 - 5
Cloud 30% SVP 020 - 4867
180 - 4855

Traffic received COR 359 - Target Int
COR 360 - Heads down

1824 C/D 200

2000 Position 47 32.5S 57 38.1W

2015 Sunset

2045 C/D PD to assess weather - Too rough to put divers into the water
Received COR 363 - Air assessment
362 - Cup Final Results

2148 C/D 200

2354 C/D PD Routine, Fix and Domestics
Received COR 361, 363

CO DAILY SUMMARY

1. A quiet day.

2. My cavitation problem gives me cause for concern. As soon
as the weather is calm enough I shall surface to put a diver into the
water to investigate because at any speed above 6 knots I sound as though
I am trailing a metal dustbin.

~~SECRET~~

B-146
~~UK EYES 'B'~~

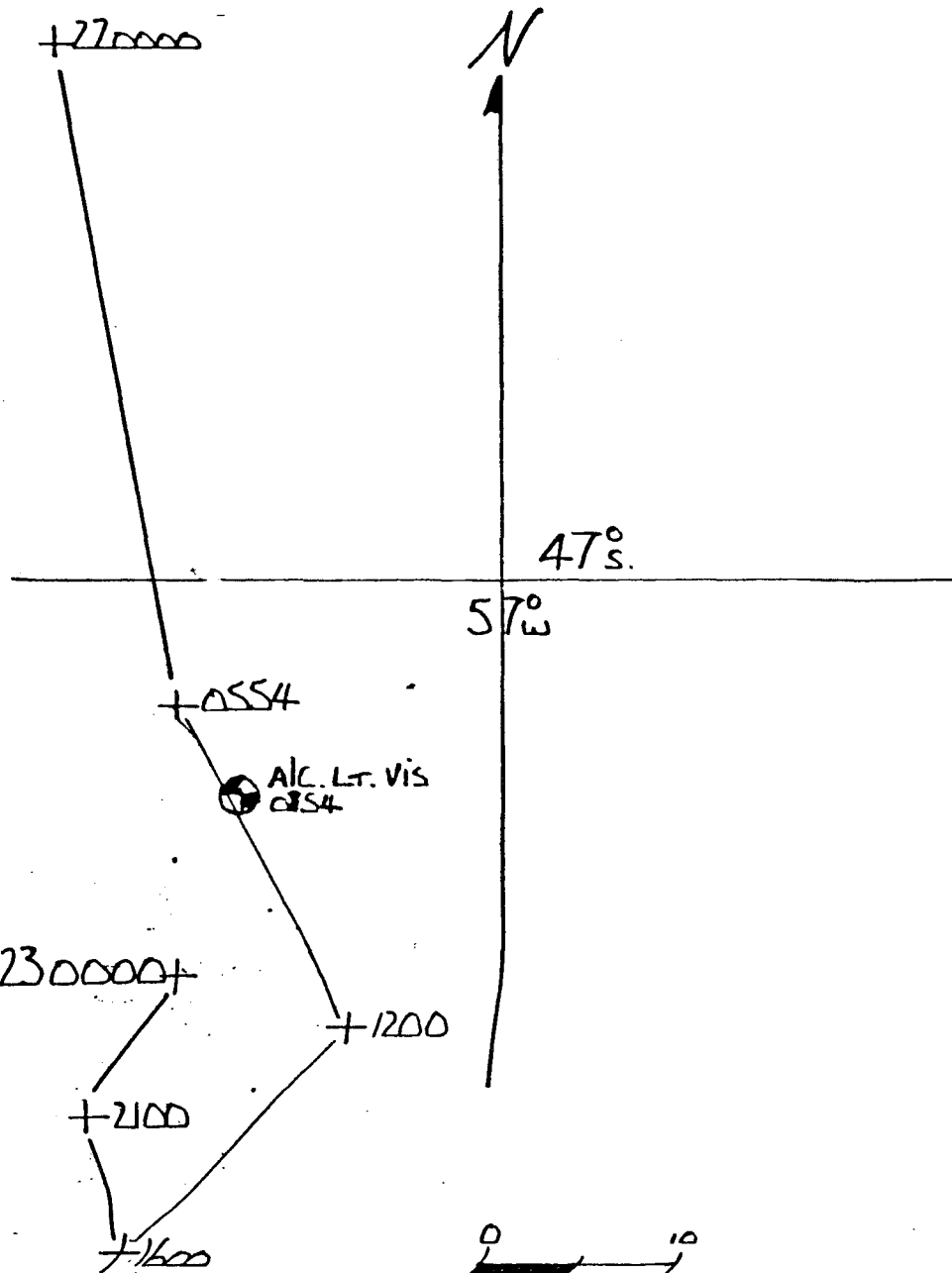
UNCLASS/NPM

220000² — 230000²

224

~~SECRET~~

UNCLASS/NPMA



0 10
1 INCH = 10 MLS.

~~SECRET~~

UNCLASS/NPM

B-147

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

UNCLASS/NPM

SUNDAY 23 MAY 19820045 C/D 2000220 CO COMMENT

Conducting further investigation into the shaft noise. There is a possibility that some of this noise is internal and not due to the suspected wire around the propeller.

0345 CO COMMENT

Tightening a possibly loose bolt on the torsion meter has reduced the noise, but the rasping sound is still present

0350 B - 116 T - 78 390 Hz unstable line, possibly gearing associated0352 C/D PD Routine and fix0700 Received COR 365 - 368

1. Position of BUENO, BOUCHARD, SEGUI, BAHIA PARAISO
2. Area allocations Sitrep
3. Amphibious Landings Sitrep

0730 C/D 200

0800 Position 47 26.4S 57 30.4W
 Weather Wind 10 knots from 000
 Seastate 3 from 080
 Cloud ZERO%

Vis 10 NM
 SSS 4 - 5
 SVP 020 - 4880
 180 - 4885

1113 Sunrise

1153 C/D PD Routine and fix

Received COR 369 - 371

CO COMMENT

COR 371. First Heads Up that ARG Warships may be preparing to sail from Port BELGRANO. Moving North in anticipation.

1253 C/D 200

1746 C/D PD Routine and fix

~~SECRET~~

B-148

~~UK EYES 'B'~~

UNCLASS/NPM

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

UNCLASS/NPM

1805 B 306/236. T - 87, Possible diesel signature, 12.5 Hz spacing
 B 352/188, T - 89 Possible diesel signature, 10.5 Hz spacing

1844 C/C 015 to resolve Tonal Bearings ambiguity

1900 B - 296. T - 87 (T - 89 faded)
 B - 295. S 22. Held passive only, possibly associated with T - 87

CO COMMENT

COR 372 gives a secret format for reporting aircraft detection.
 This is really excellent news as it will mean less groupers. It
 should reduce my time challenging SSIXS.

1933 S 22/T - 87 FCS (LOP, VERY POOR) 1. 298/16 kyds 025/7 AOB 93 stbd
 2. 295/24 kyds 070/10 AOB 48 stbd

1935 S22/T - 87 1936 Range 60 kyds
 Classification - Probable Long Range M/V

2000 Position 47 00.6N 57 31.5W
 Weather: Wind 8 knots from 230 Vis 10NM
 Seastate 2 from 215 SSS 1 - 2
 Cloud 10% SVP 020 - 4877
 180 - 4877

2016 Sunrise

2058 C/D PD - To surface if conditions suitable to put a diver in the
 water
 No Rackets, Nothing visual, No interesting sonar contacts

2128 Surfaced. Disengage Clutch

2146 Floating wire recovered - about 120 feet missing from end

2147 Diver in the water

2150 Diver on the propeller
2207 Diver clear of the Water. Engage clutch
2217 Dived. C/D 200

CO COMMENT

1. Surfaced to put a diver into the water to remove the wire
 from around the propeller. Conditions were assessed as alright prior
 to surfacing, but once on the surface they were marginal. The Diving
 Supervisor was washed overboard but quickly recovered using his safety
 harness lifeline and the diver had to come out after 20 minutes suffer-
 from exhaustion. However he managed to cut two long 'tails' of wire
 away from the propeller. There is one 6 foot tail left plus an unknown
 amount still around 3 to 5 of the blades.

~~SECRET~~

B-149

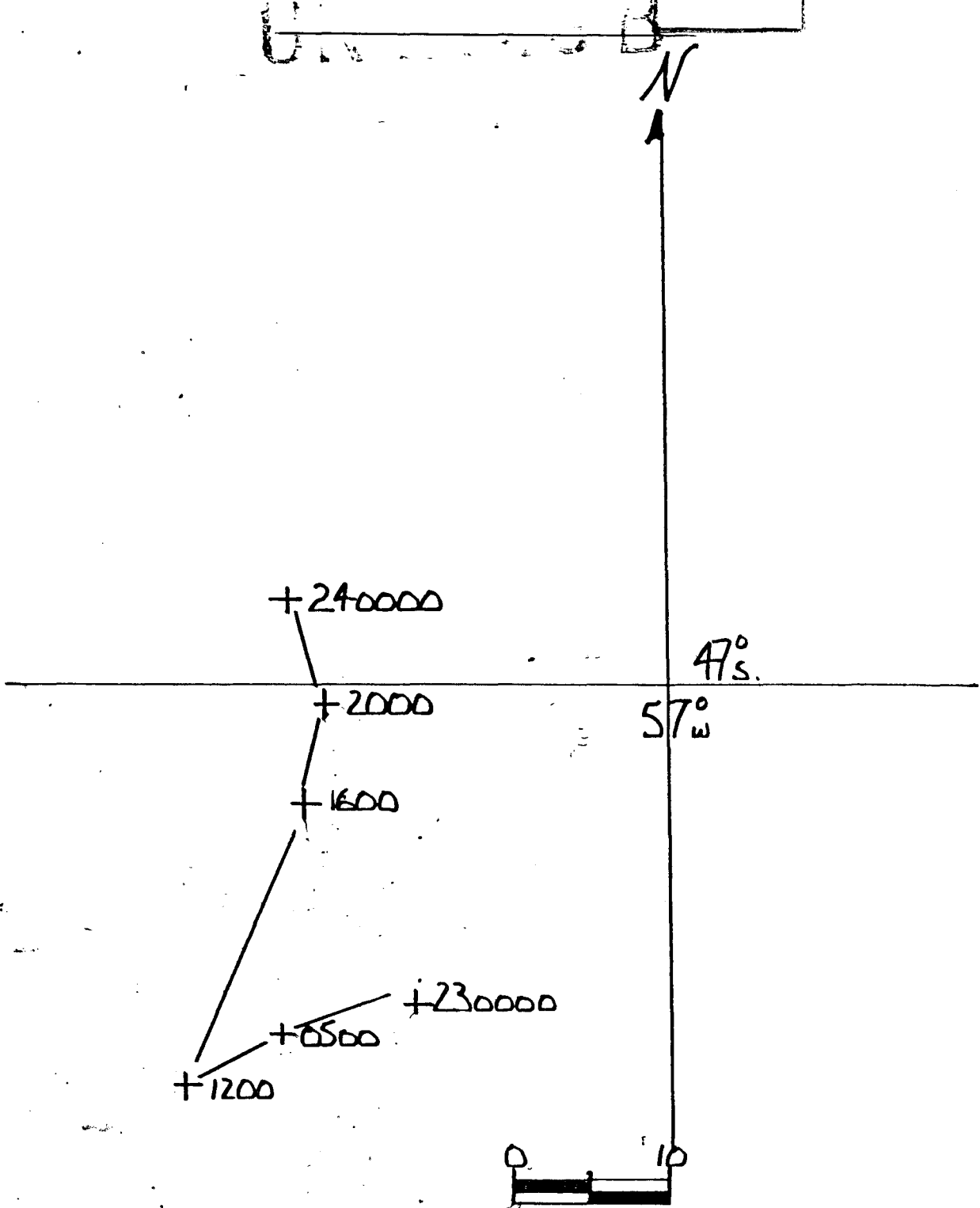
~~UK EYES 'B'~~

UNCLASS/NPM

230000° — 240000°

~~SECRET~~

UNCLASS/NPM



~~SECRET~~ INCH = 10MLS

B-150

UNCLASS/NPM

SECRET

UK EYES 'B'

UNCLASS/NPM

228

2. Recovery of the old wire showed it to have been cut, despite the correct precautions on diving.
3. On diving rev checks show that there is no cavitation at 60 revs or less and very slight up to 80 revs - rapidly worse after that. I now feel happier about closing an SSK or ARG Warship to attack with less chance of counter detection.
4. PO(S)(SM) LIBBY, the Diver, conducted himself most professionally - well beyond the call of normal duty - and is to be commended.

2359

CO DAILY SUMMARY

1. I have an intermittent knocking/clicking noise from the shaft - believed internal, but it may be a result of the wire around the propeller.
2. Signals suggest the Argentinians may be about to close the FI with their warships - probably from the West (outside my area), possibly from the North (through my area).
3. I surfaced this evening in what turned out to be marginal Diving Conditions to cut free the AHG wire from my propeller. Although only partially successful, it has eased the problem of our cavitation.
4. A quiet day, limited to about 6 knots, searching my area.
5. I am now patrolling centre of area with the thought that tomorrow could bring some action.

MONDAY 24 MAY 1982

0012 C/D PD Routine and fix
No new signals

0033 C/D 200

0548 C/D PD Routine and fix
Received COR 380 - NEPTUNE Racket
NN - BANDEIRANTE racket from Point ONE
Nothing else - A quiet Sunday night!

0619 C/D 260

0737 B - 319 S - 68 Audible ship contact. Blade flutter (Faint)
162 rpm. IN/OUT - probable F/V

CO COMMENT

Part of the fishing Fleet on the 100 fathom line

SECRET

B-151
UK EYES 'B'

UNCLASS/NPM

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

UNCLASS/NPM

0800 Position 47 03.4S 58 12.3W
 Weather Wind 15 knots from 010 Vis 8 NM
 Seastate 2 - 3 from 010 SSS 4
 Cloud 60% SVP 020 - 4885
 175 - 4885
 190 - 4862
 250 - 4852

1120 Sunrise

1156 C/D PD Routine and fix

CO COMMENT

1. The sea and swell have definitely increased since sunset last night - so we were fortunate we took the opportunity to work on the propeller when we did, as it is now too rough again.
2. Signals received COR 381 - 384
 1. BOUCHARD/BUENO still on radar picket duty off RIO GRANDE
 2. The Northern Group are still in P BELGRANO Area, perhaps they are preparing for something.
 3. Have spent nearly two hours at PD receiving traffic also conducting ESM/Visual search. As I would expect in this area - no activity. I think 200 feet is a better search depth so am returning deep to continue ASW/ASV search.

1405 C/D 200

1730 C/D 750 for Bathy

1815 C/D PD Routine and fix
 Weather: Wind 10 knots from 340 Vis 12 NM
 Seastate 2 from 340 SSS 2
 Cloud 90% SVP 020 - 4855
 200 - 4855
 400 - 4820
 750 - 4820

Traffic received COR 385 - 79.3 movements

C/D 200

Position 46 40S 58 18.2W

~~SECRET~~~~B-152~~~~UK EYES 'B'~~

UNCLASS/NPM

~~SECRET~~

230

~~UK EYES 'B'~~

UNCLASS/NPM

2021 Sunset

2352 C/D PD Routine and fix

CO DAILY SUMMARY

A quiet day. Only contacts are the Warsaw Pact Fishing Fleet to NW.

TUESDAY 25 MAY 1982

0003 C/D PD Routine, fix and Domestics
Only traffic. Locating Report from Pt ONE of a BANDEIRANTE racket

0114 C/D 200

0340 B 302 S11 F/V
B 330 S12 1 X 4, 102 rpm M/V (Possibly Factory Ship)

CO COMMENT

These contacts are part of the Warsaw Pact Fishing Fleet. However I'm not convinced about S12, so am monitoring.

0445 B 350 S 12 beginning to move right

0510 S 12. FCS (Poor) 000/18 kyds 110/12 AOB 70 Stbd

0545 S 12. FCS (Poor) 020/20 kyds 080/2 AOB 120 Stbd

CO COMMENT

This is a M/V opening to the NNE, past CPA.

0615 C/D PD Routine, fix and Domestics
No new traffic
S 12 faded

0651 C/D 650
S 18 FCS (Poor) 085/28 kyds 120/12 AOB 145 Stbd
This is S 12 regained

0702 C/S 21 C/C 090 - to close S 18

CO COMMENT

When at PD, considered a possible solution for S 18's (S 12) course might be 150 - 170. Therefore decided to attempt to close to confirm she is not a threat to TG 317.8

~~SECRET~~

~~UK EYES 'B'~~

UNCLASS/NPM

240000² - 250000²

231

~~SECRET~~

UNCLASS/NPM

U. S. S. B

250000+

+2000

+1700

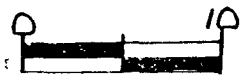
+1200

+240000

47°

+1000

58°w



1 INCH = 10 MILES

~~SECRET~~

UNCLASS/NPM

U. S. S. B

B-154

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

UNCLASS/NPM

0800 C/D 260 C/S 6
B - 100. Faint contact, possibly S 18
Position 46 23.6S 57 45.5W

0808 C/D 650 C/S 21 C/C 120 Sprint to close S - 18

0932 C/D 260 C/S 6 S - 18 not regained

CO COMMENT

S - 18 classified M/V. Destination unknown - she probably altered course to the NE some time after 0700Z.

0941 C/D 650 C/S 21 C/C 285. Returning to centre of my patrol area.

1100 C/D 260 C/S 8 CSA.
Wire induced noise heard on slowing down, loud between 18 - 13 knots, not present below 9 knots.

1117 Sunrise

1157 C/D PD Routine and fix
Weather: Wind 15 knots from 220 Vis 10 NM
Seastate 2 from 220 SSS 2
Cloud 10% SVP 020 - 4876
040 - 4878

Signals received COR 386 - 390
COR 387 - Argentinian Sitrep. Suggests they are still not prepared to let their Navy play. One of their SSK's might be coming our way within the next few days?

1512 C/D 200

1805 C/D PD Routine and fix

1826 B - 130. One Loud Bang (Nothing Visual)?

1915 CO COMMENT

It has taken me one hour to break COR 391, a small grouper. Contents about a S 209's TFX results/problems.

1933 C/D 200

2000 Position 46 26.5S 57 38.8W
Weather Wind 15 knots from 210 Vis 10 NM
Seastate 3 from 210 SSS 5
Cloud 60% SVP 020 - 4870
090 - 4870
150 - 4865

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

UNCLASS/NPM

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

UNCLASS/NPM

2017 Sunset2353 C/D PD Routine, Fix and Domestics
Received COR 392 - SPLENDID's subnote home.CO DAILY SUMMARY

1. Another Quiet Day.

2. S12/G 18 detected and classified as a M/V opening to the East. The only other contact I found of interest is around a bearing of 035 held throughout most of today on passive LF only.

WEDNESDAY 26 MAY 19820020 C/D 200 Traffic received COR 3920025 B 137/043 T - 08

C/C 330 to resolve ambiguity

0100 B 137 T - 08 Possible gearing lineCO COMMENTOnly vessels known to be to SE are the UK Group - 250 NM away.
Possibly this is a CZ detection of them. It is marking very strongly.0125 B 140 T - 08 showing 376, 387.8, 550 Hz lines
C/C 050 to investigate T - 080150 T - 08 not regained after the alteration0225 Faint explosion heard sector - no bearing0250 Second faint explosion heard - no bearing0300 Nothing further on T - 08
C/C 260 to centre of patrol area0320 B - 136 T - 08 regained~~SECRET~~~~UK EYES 'B'~~

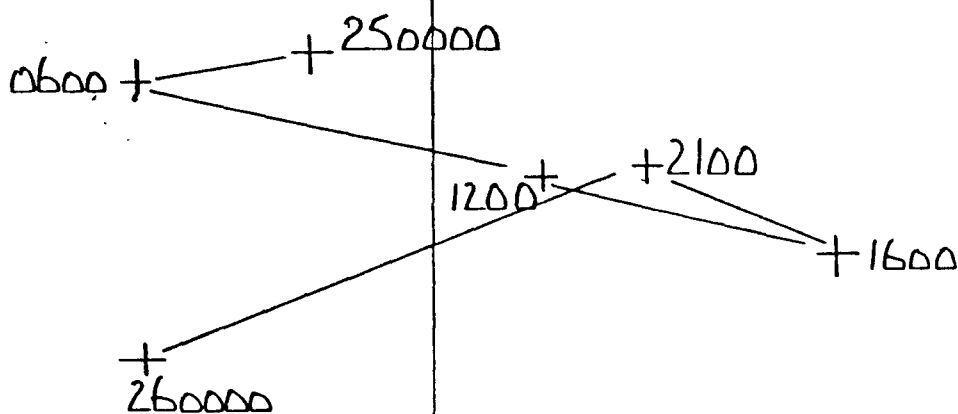
UNCLASS/NPM

250000 - 260000

~~SECRET~~

UNCLASS/MPM

UNCLASSIFIED



47s.

58w.



1 inch = 10 mls.

~~SECRET~~

B-157

UNCLASS/MPM

UNCLASSIFIED

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

UNCLASS/NPM

0400 T - 08 faded

0558 C/D PD Routine, Fix and Domestics
Traffic received COR 394 - NIMROD surface search

0640 Listening out for NIMROD's Blind broadcast - nothing heard

0641 B - 010 Dangerous I Band racket. E - 28 PRF 375 PW 1.2
Poss Searchwater

CO COMMENT

E - 28 is the NIMROD from COR 394, ETA 70 NM NE of my present position at 0600, then tasked to fly due west. Therefore E - 28 should move left.

0658 B - 270 E - 28 PRF 750/350 Pulse compressed ARP5 Searchwater
Nothing heard from the NIMROD

0759 CO COMMENT

Have spent the last 2 hours trying to patch together a grouper - only to find it is for ONYX. No sign of COR 393, it must be the daily Sitrep grouper. However ONYX's signal was a sitrep of yesterdays fighting. A sad day for the RN.

0800 Position 46 38.5S 58 01.4W
The shaft click is now held as a tonal, centre frequency 480Hz. However the seastate is low. Possibly surface reflection
Weather - as at 1200

0830 C/D 200

1117 Sunrise

1156 B - 315 T14 - 12.5 Hz spacing
B - 342 T13 - 6.5 Hz spacing

CO COMMENT

T 13, T 14 believed to be associated with the WP F/V's
Will monitor just in case they are different

1208 C/D PD Routine and fix
Weather Wind 15 knots from 300 Vis 10NM
Seastate 2 from 300 SSS 2 - 3
Cloud 40% SVP 020 - 4875
260 - 4875

T - 13, T - 14 lost on return to PD

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

UNCLASS/NPM