

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

UNCLASS/NPM

MAY 25 APRIL 1982

C/D 425 - Torpedo movements complete

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

C/D 425 C/S 21

CO COMMENT

Received COR 107, 109, 110

There is still traffic in SSIXS, so I must return to PD
Investigating SNAFU alarm on 5 tubeC/D PD C/S 6 for SSIXS
COR 108 received

C/D 425 C/S 21.

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

Position 53 24S 37 26W

Weather)
SVP) as at 1300
SSS 6CO COMMENT

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

Sunrise

C/C 250 CSA - No contacts

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

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

CO COMMENT

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

C/C 120 to close Areas YN

~~SECRET~~

UNCLASS/NPM

E-39

~~UK EYES 'B'~~

UNCLASS/NPM

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

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

Sunset

Position 53 59S 36 17W Vis 1 NM
 Wind 35 knots from 310 SSS 4
 Cloud 100% SVP - not taken
 Seastate: 2-3 from 310
 S - 24 B - 190 2016TxS, 2 X 5 80 revs
 E - 28 B - 190 E/F Band Poss 967

CO COMMENT

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

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

CO COMMENT

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

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

CO COMMENT

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

S - 24 B - 152 2016 TxS

CO DAILY SUMMARY

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

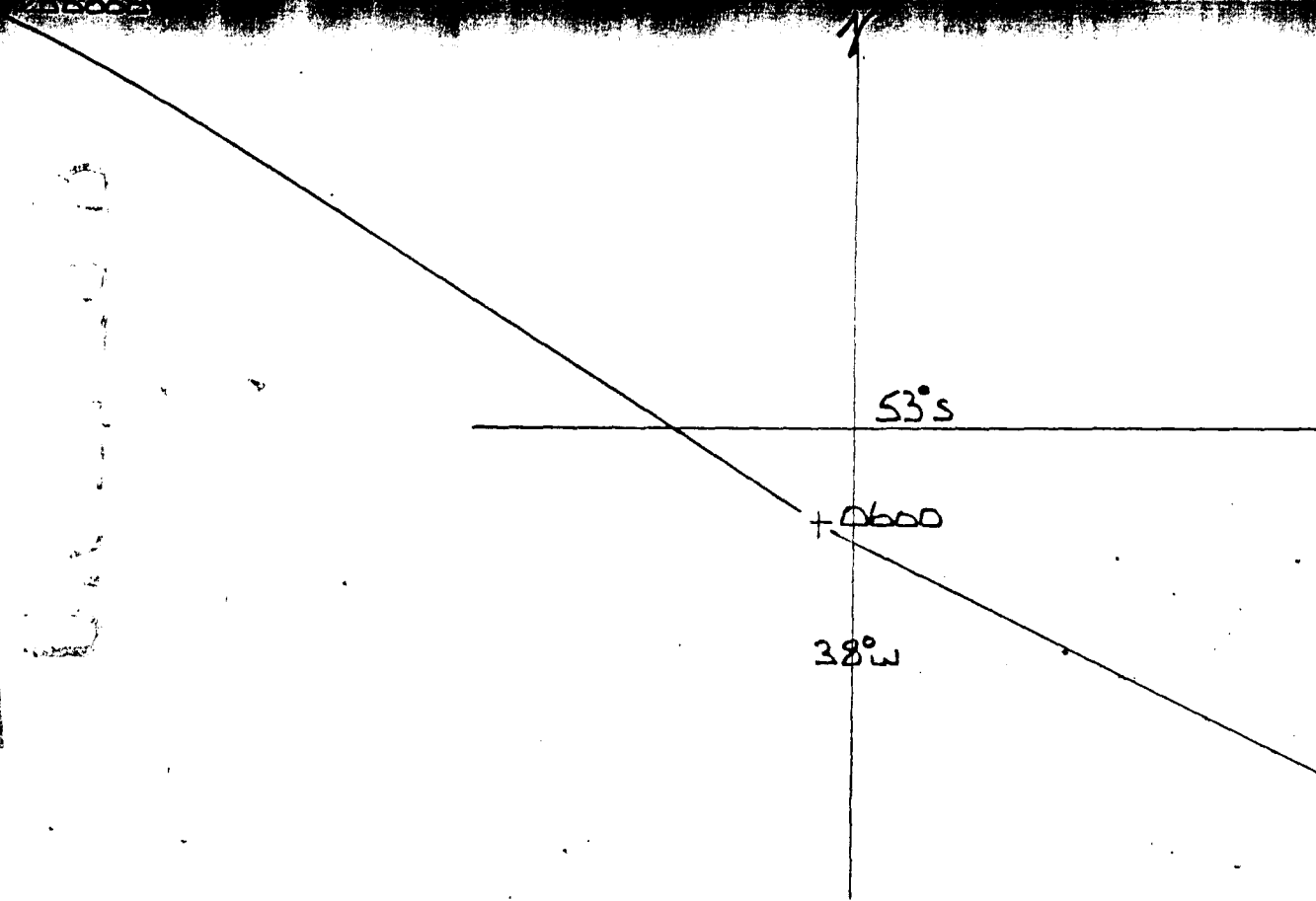
UNCLASS/NPM

~~SECRET~~

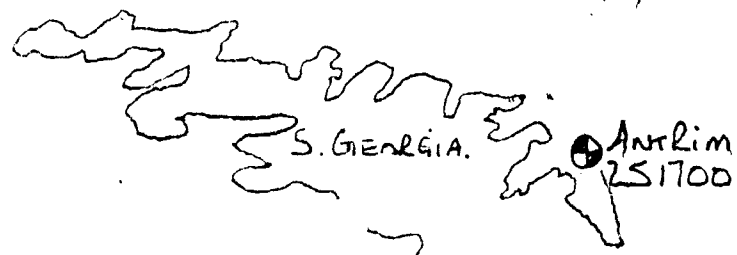
B-40

~~OK EYES B~~

UNCLASS/MPM



1 INCH = 19.9 MLS



1600+
2000+
260000
T'S PRING ENDURANCE
2300
BRILLIANT
2600000²

UNCLASS/MPM

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

On return to PD. received COR 111 - sitrep on the attack on SANTA FE in Cumberland Bays. Decided to stay up to read the Broadcast and to close to Bay to 17 NM. Vis about 1 NM in fog. By 1815 patrolling 17 NM off the Bays. At 2140 BRILLIANT was detected closing from the south transmitting on radar and sonar. Decided to clear the area since although she knows my area, she also has permission to attack submarines within 25 NM! Went deep at 2215 and opened to the North. On the way out went past what I think was TIDESPRING bringing further troops into Cumberland Bay. A good day for the RN!

DAY 26 APRIL 1982

B - 185. Possible Sea Talk

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

B - 140. E - 25 - seaspray
B - 160 2016 Tx
B - 080. E67 - Seaspray
B - (Too faint) 177 Tx

CO COMMENT

At PD. I am not sure of the visibility. BRILLIANT's sonar transmissions and Lynx Sea Spray radar are down to the South East. PLYMOUTH (177 transmissions) also heard but no bearing. Intend going deep and loitering in my area clear of the surface force.

C/D 210

C/D PD for SSIXS

C/D 200

CO COMMENT

No new traffic. Visibility was probably 3000 yds, but not sure so decided to go deep and return to PD at 1030 to monitor the broadcast for further instructions.

Position 53 42.4S 36 12.6W
SSS 6
SVP 020 - 4795
200 - 4795

Sunrise

UNCLASS/NPM ~~SECRET~~
B-42
~~UK EYES 'B'~~

~~SECRET~~

UNCLASS/NPM

~~UK EYES~~

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

Weather Wind 12 knots from 305
 Seastate 2 from 305
 Cloud 100%

Vis 6 NM
 SSS 2 - 3

COR 117 received

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

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

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

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

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

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

B - 194. S - 09 ENDURANCE

B - 185. E - 18 BRILLIANT

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

COR 118 received

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

CO COMMENT

She appears to be on some form of patrol

COR 119 received.

CO COMMENT

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

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

In communications with ANTRIM UHF

Surfaced to start transfer of 6 SBS and their equipment

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

Sunset

~~SECRET~~

UNCLASS/NPM

B-43

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

UNCLASS/NPM

2000 Position 54 14.9S 36 26.4W
 Weather Wind 40 knots from 240 Vis 5KM (Average)
 Seastate 4 from 290 SSS)
 Cloud - 90% SVP) Surfaced

2030 Stopped Helicopter Transfers due to weather and fading light.

CO COMMENT

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

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

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

2230 CO COMMENT

Cleared my Sitrep 13/82 to ANTRIM

Remaining in a patrol area 14 NM to the north of my morning R/V.

2359 CO DAILY SUMMARY

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

TUESDAY 27 APRIL 1982

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

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

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

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

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

UNCLASS/NPM

260000 - 270000

+ 260000 -

122

UNCLASS/NPM

UNCLASS/NPM

+ 0600

+ 1200

+ 270000

N

54°S

36°W

+ 1600

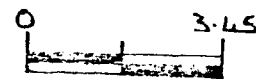
2200 +

+ 2000

GEORGIA

B-45

UNCLASS/NPM



1 inch = 3.45 nls.

~~SECRET~~

UNCLASS/NPM

~~UK EYES 'B'~~

800

Position 54 07S 36 18W

Weather Wind 35 knots from 250

Vis 3 NM

Seastate 5 from 250

SSS)

Cloud 20%

SVP) Surfaced

932

Sunrise

940

Started transfer of remaining SBS and stores

930

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

50

Transfer of 6SBS to PLYMOUTH complete

35

Transfer of 2 personnel from ANTRIM to me

545

CO COMMENT

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

550

CO COMMENT

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

20

Sunset

00

Position 53 56.8S 36 24.5W

Weather Wind 35 knots from 260

Vis 6NM

Seastate 4 from 260

SSS)

Cloud 40%

SVP)

Surfaced

60

CO COMMENT

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

9

CO DAILY SUMMARY

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

~~SECRET~~

B-46

~~UK EYES 'B'~~

UNCLASS/NPM

270000 - 280000

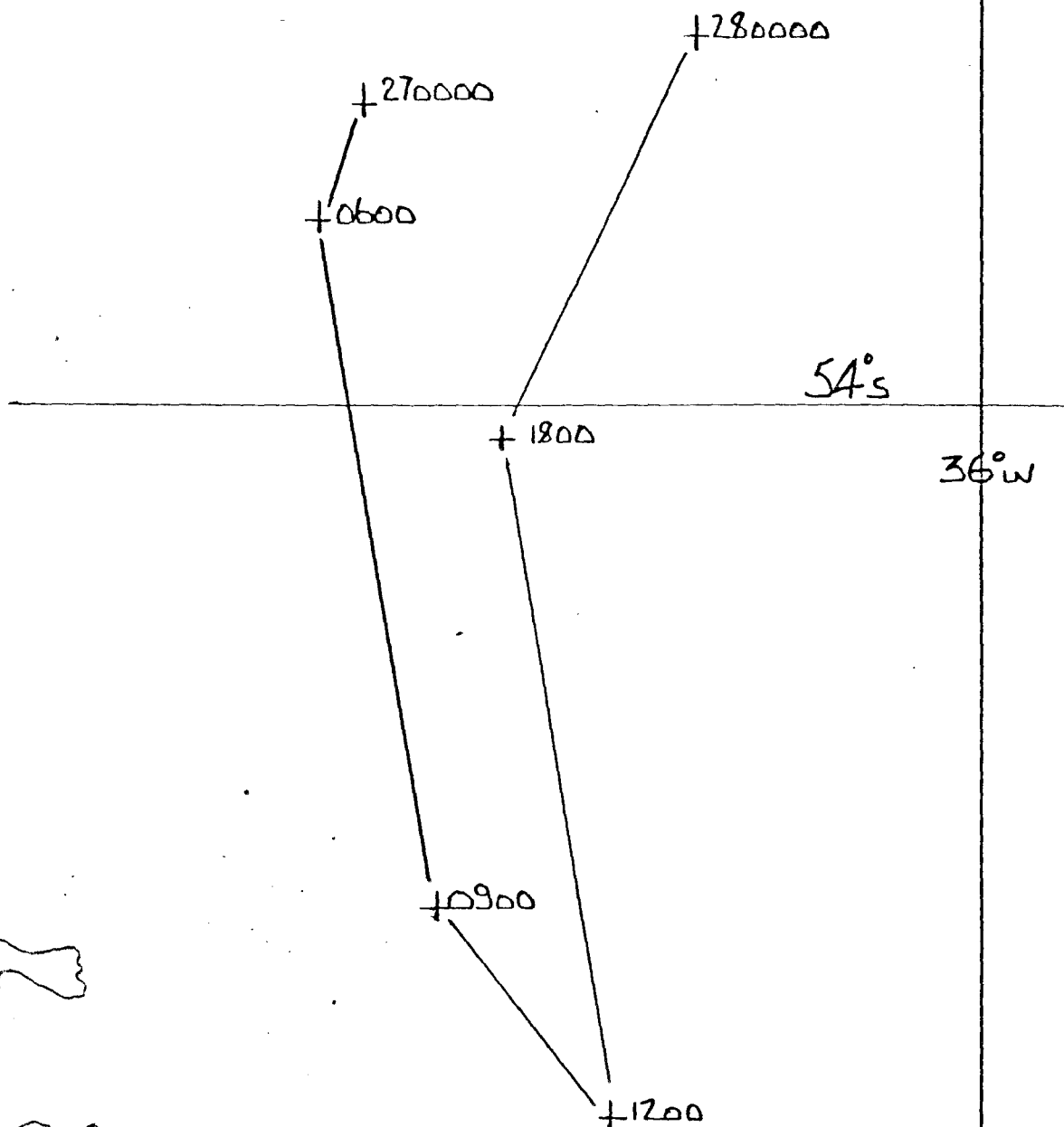
124

N

~~SECRET~~

UNCLASS/NPM

UNCLASSIFIED



GEORGIA

~~SECRET~~

UNCLASS/NPM

B-47



1 inch = 3.45 miles.

~~SECRET~~

UNCLASS/NPM

WEDNESDAY 28 APRIL 19820330 CO COMMENT

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

0530 CO COMMENT

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

0531 C/C 1800540 CO COMMENT

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

0605 C/C 000CO COMMENT

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

0625 CO COMMENT

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

0648

Dived

Weather Wind 35 knots from 200 Vis 10 NM

Seastate 5 from 200

Cloud 10%

CC COMMENT

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

~~SECRET~~

UNCLASS/NPM

~~UP EYES 'B'~~

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

0705

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

0800

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

0941

Sunrise

1130

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

1607

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

1618

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

1624

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

1634

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

CO COMMENT

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

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

1720

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

1733

S - 07 classified as rhythmic BIO.

CO COMMENT

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

B-4

~~SECRET~~

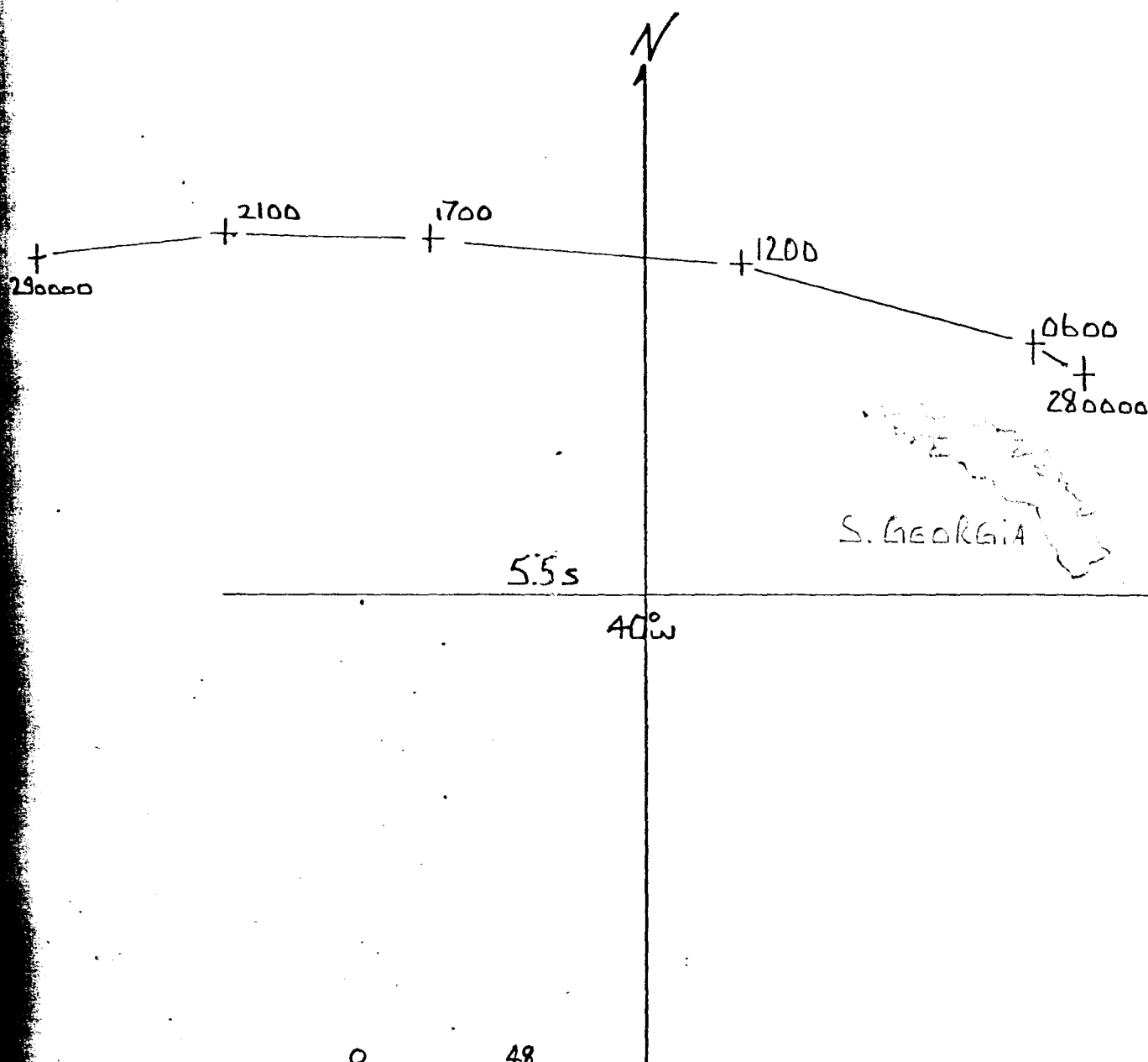
UNCLASSIFIED

~~UK EYES 'B'~~

$$280000^2 - 290000^2$$

UNCLASSIFIED

UNCLASSIFIED



1 INCH = 48 MILES

UNCLASSIFIED

P-50

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

UNCLASS/NPM

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

C/D 590 C/S 21

1938 Sunset

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

CO DAILY SUMMARY

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

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

THURSDAY 29 APRIL 19820115 Tx sonar - looking for icebergs0128 C/D PD C/S 4 Routine, fix and domesticsCO COMMENT

SSIXS just about unreadable. Spent 1½ hours at PD to attempt to receive my traffic. Unsuccessful.

0315 C/D 425 C/S 210545 COR 140 decypherable, all other traffic is too corrupt to break.CO COMMENT

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

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

UNCLASS/NPM

UNCLASS/NOVA

~~SECRET~~

UNCLASS/NOVA

~~UK EYES 'B'~~

ROE within 200 NM of FI are:

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

0800

Position 53 18S 49 23.1W

Weather as at 1012

SSS 4 - 5

SVP 060 - 4810

260 - 4810

290 - 4787

360 - 4784

529 - 4784

1012

C/D PD C/S 4 for SSIXS

Weather Wind 10 knots from 273

Vis 3 NM

Seastate 1 from 273

SSS 4 - 5

Cloud 100%

*C 3rd areas 100% identified support
now Belgrano 100%*

ROE's

Commander believed

041

Sunrise

045

Receiving HF from NZ - printing 3's!

155

C/D 425 C/S 21

Received COR 142, 143, 144, 145 on HF Broadcast

CO COMMENT*Areas*

I have now received COR 140 to 145 except 141 (Not VITAL)

I now have ROE (140) and Areas (142). Basically go to FALKLAND GREEN and operate therein against ARG surface group of CC BELGRANO and Escorts. Area allocated is partially in UK TEZ and partially to SW of it. Other point of interest from COR 144 is that all 3 SSN's will basically be in Associated Support to TG 317.8. The traffic was taken on HF Broadcast from New Zealand, but SSIXS reception was intermittent. Remain Flexible!! Intentions are to continue transit to West at 21 knots, take 1800 routine and slow down to penetrate the deep water gap between FI and BURDWOOD BANK.

~~SECRET~~

UNCLASS/NOVA

~~UK EYES 'B'~~

SECRET

UNCLASS/NPMA

130

UK EYES 'B'

1615. Entered Area Falkland Blue

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

1930 CO COMMENT

COR 147 gives details of NEPTUNE sorties, furthest south is 5130S - well to north of me. 2 other signals received but too corrupt to decrypt. Another 1½ hours at PD trying to receive my traffic. No reception UHF on WT at all now. HF signal was received, but no sync obtained. SSIYS is intermittent on the Warner Mast.

1925 C/D 425 C/S 21

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

2019 Sunset

2045 Entered TEZ

2359 CO DAILY SUMMARY

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

FRIDAY 30 APRIL 1982

0120 C/D PD C/S 5 Routine
Calm clear night
Signals received on HF Broadcast from NZ
COR 141 (Grouper retransmitted)✓
148
149 - *Calhoun 149.0 have a signal*
150
151

0245 C/D 425 C/S 21

0620 Entered Area Falkland Green

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

0917 Sunrise

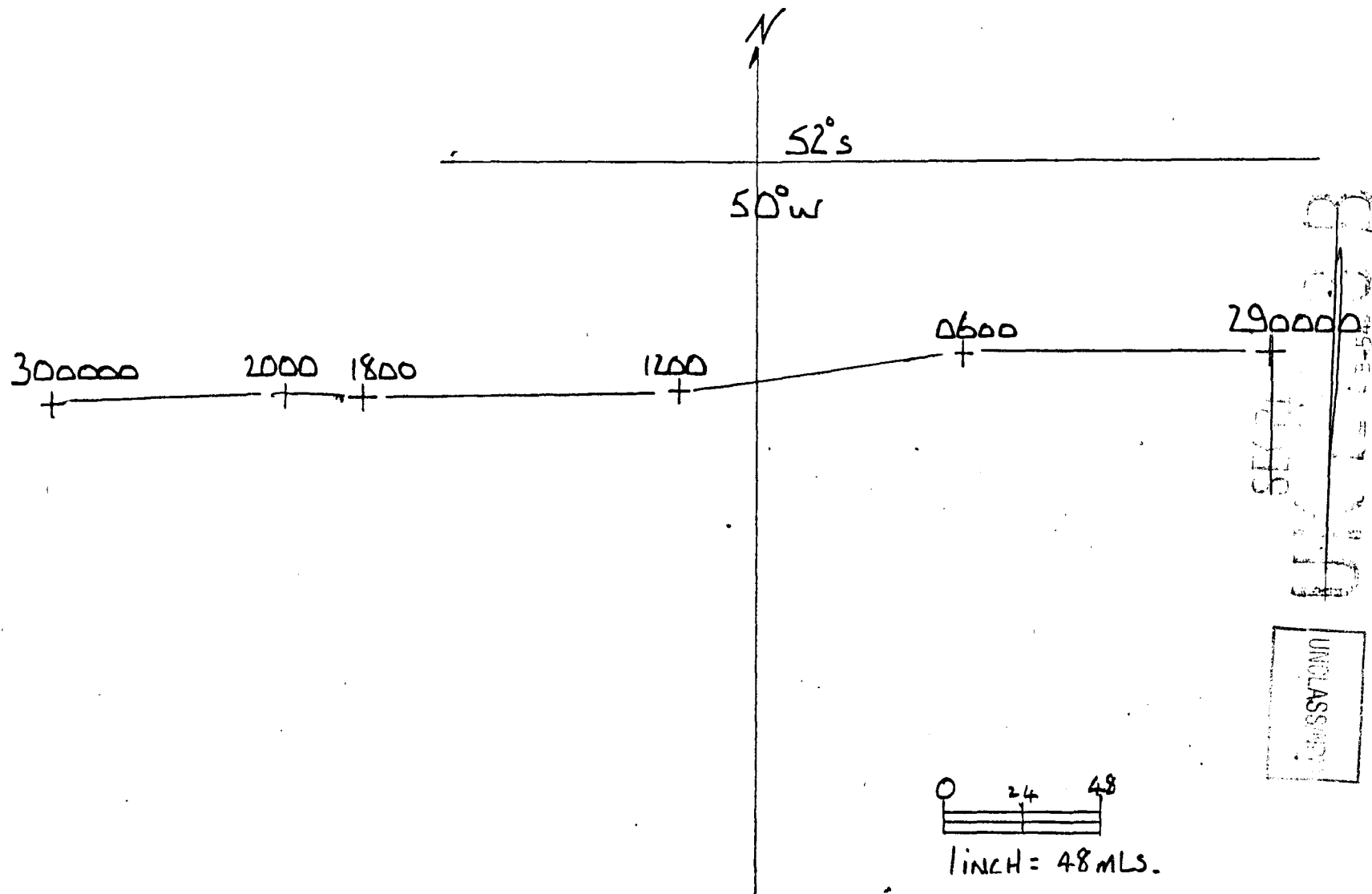
SECRET

B-53

UK EYES 'R'

UNCLASS/NPMA

FALKLAND Is.



~~SECRET~~

UNCLASSIFIED

~~UK BY JS 'B'~~

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

1125 Surfaced in position 53 51.5S 61 14.5W

CO COMMENT

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

1200 COR 146,152,154 received - missing 153

CO COMMENT

2616
 Intentions: To head SW to get to Western end of BURDWOOD BANK and then search west from there.
 COR 146 gives me a Heads up for BELGRANO group to be moving to S GEORGIA.
 Thinking about the problem - if they are off to S GEORGIA, a natural track to avoid SSN's would be across BURDWOOD BANK. However, I do not think they will do this since it is inside the TEZ and why test the system. Therefore they have either gone south of the Bank and I have missed them or they are to the West of me.

1253 Dived
 C/D 260 C/S 21

1508 Entered Patrol area

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

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

1645 B - 270 T - 04 faded

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

CO COMMENT

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

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

~~SECRET~~

B-54

~~UK BY JS 'B'~~

UNCLASSIFIED

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

UNCLASSIFIED

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

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

2015 CO COMMENT

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

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

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

2046 Sunset

2359 CO DAILY SUMMARY

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

SATURDAY 1 MAY 1982

0006 CO COMMENT

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

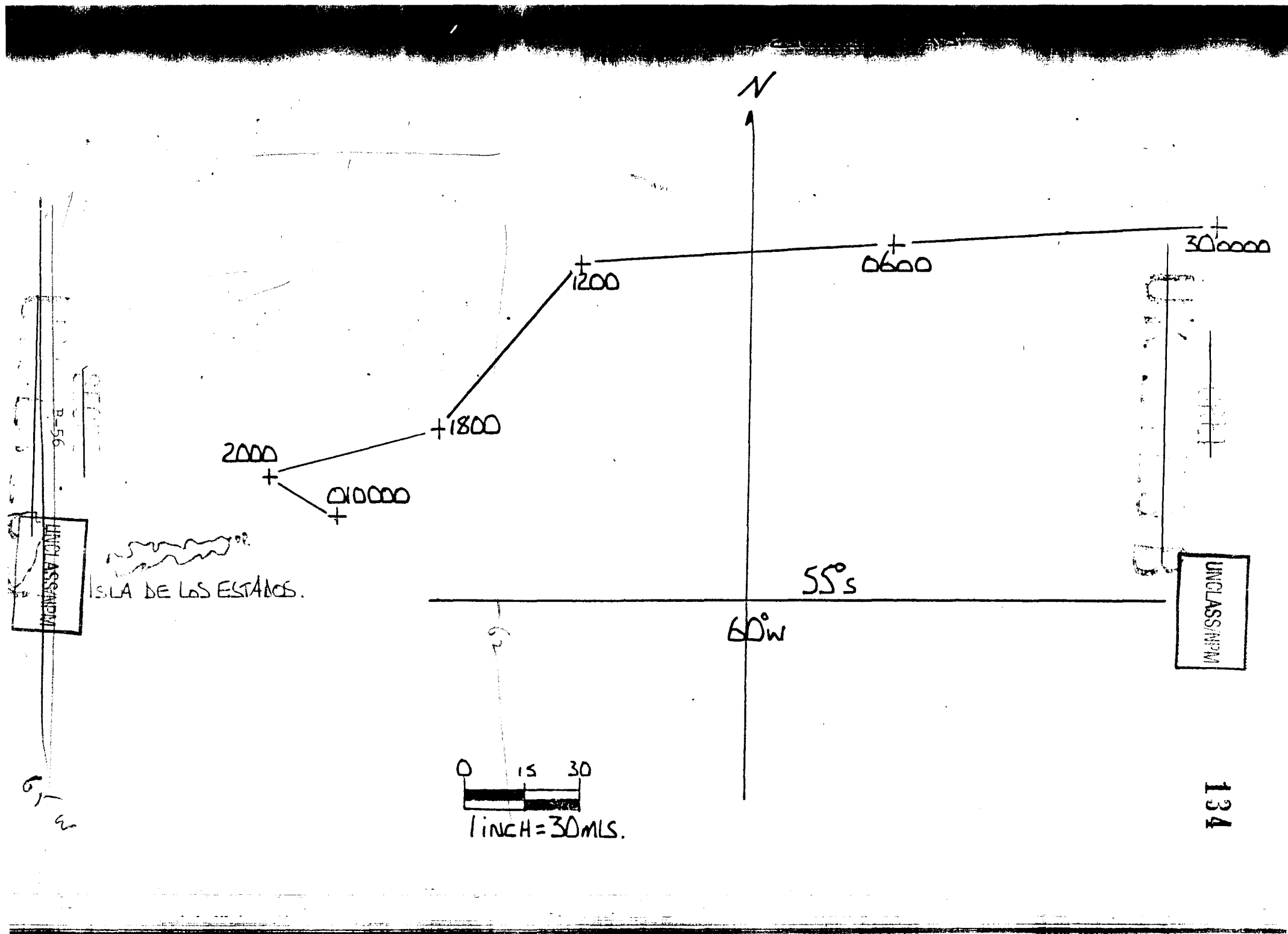
0600 B - 297/153 T - 06. Group of unstable lines.

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

B-55

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

UNCLASSIFIED/NPM



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

UNCLASSIFIED

0745

CO COMMENT

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

0750

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

0800

Position 54 06.5S 63 20.8W

Weather Wind 15 kts from 310

Vis 10 NM

Seastate 2 from 310

SSS 3

Cloud 30 %

SVP not taken

1027

C/S 8 to close S42

1050

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

1115

CO COMMENT

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

1120

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

1130

Sunrise. Nothing visual within 10 kyds

1140

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

CO COMMENT

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

1210

Entered Area MIGUEL

1249

C/D PD C/S 4 Visual search

1254

START EVENT 0101 - INITIAL CONTACT WITH TG 79.3

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

1259

CO COMMENT

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

2 ASSTs.
(POSS 1UG.)

AD
CCL

DD

~~SECRET~~
B-57

UNCLASSIFIED

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

UNCLASSIFIED

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

CO COMMENT

CONTACTS IDENTIFIED AS:-

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

(DD's Probably BOUCHARD AND BUENA)

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

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

1322 Warner look - No Rackets

CO COMMENT

TG 79.3 is operating under a passive EMCON policy

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

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

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

CO COMMENT

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

1357 Warner clearance - No racket

CO COMMENT

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

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

~~SECRET~~

B-58

~~ALL EYES 'B'~~

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

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

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

TG 79.3 consists of CCL BELGRANO (M - 04)

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

AO PUERTA DE ROSALES (M - 02)

Possibly one tug

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

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

1429 White Maroon seen above M - 04.

CO COMMENT

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

2. VISUAL DESCRIPTION OF M - 02 PUERTA DE ROSALES

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

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

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

5. TG is 28 NM outside the TEZ.

1508 No response SSIIXS.

1510 CO COMMENT

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

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

~~SECRET~~

B-59

UNCLASSIFIED

~~IN EYES 'B'~~

~~SECRET~~

UNCLASSIFIED

UK EYES 'B'

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

1605 C/C 115 C/S 15

1613 C/D PD

CO COMMENT

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

1626 C/D 200 C/S 21.

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

CO COMMENT

Disposition unchanged at 12 kyds - MIA 130/12.

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

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

CO COMMENT

Disposition unchanged at 12 kyds. MLA 130/12

1925 No success on SSIXS

Weather:	Wind 15 knots from 300	Vis 10 NM
	Seastate 2 from 300	SSS 2
	Cloud 30%	SVP not taken

1930 C/D 200 C/S 20

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

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

~~SECRET~~

B-60

UK EYES 'B'

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

UNCLASSIFIED

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

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

2053 Sunset

2055 C/D PD

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

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

2141 C/D 200 C/S 21

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

2210 C/D 260 O/C Domestics

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

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

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

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

2359 CO DAILY SUMMARY

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

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

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

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

B-61

~~UK EYES 'B'~~

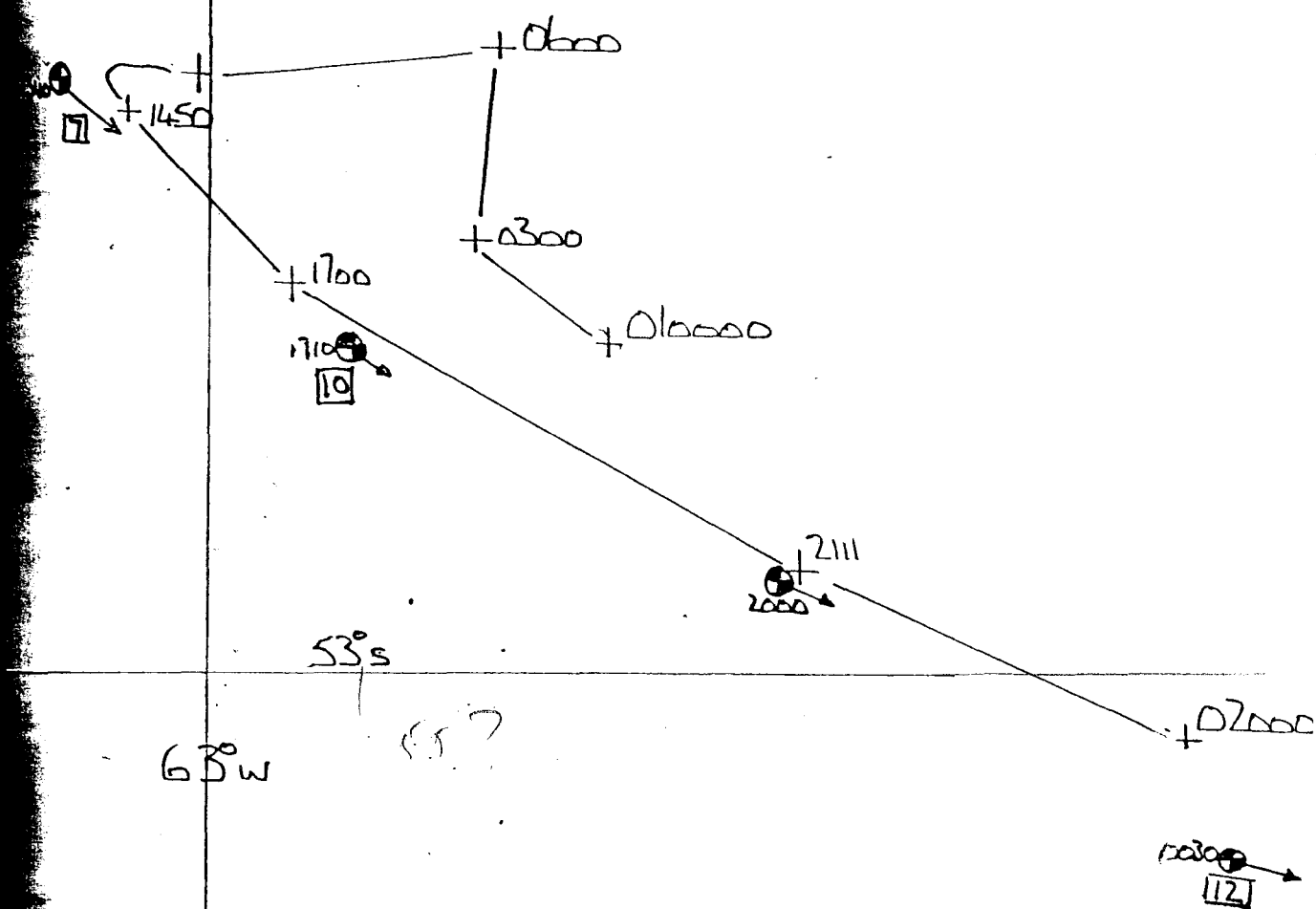
UNCLASSIFIED

010000 - 020000

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UNCLASSIFIED

16.79.3.



1 INCH = 16.8 MILES.

~~SECRET~~

B-62

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UV EYES 'B'SUNDAY 2 MAY 1982

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

0035 B - 161 M - 04 appears to have stopped

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

CO COMMENT

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

0044 C/C 250 to open DOT

0055 M - 04 faded

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

CO COMMENT

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

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

0120 C/C 080 for 1936 range

0125 CO COMMENT

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

0125 C/S 21 C/C 110

0205 C/S 12

~~SECRET~~

B-63

UV EYES 'B'

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UNCLASS/NPM

~~UK EYES 'B'~~0210

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

CO COMMENT

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

0217

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

0245

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

0320CO COMMENT

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

0330

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

0400CO COMMENT

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

0500

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

0530

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

0602

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

0645

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

~~SECRET~~

B-64

~~UK EYES 'B'~~

UNCLASS/NPM

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UNCLASS/NPMA

~~UK EYES 'B'~~CO COMMENT

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

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

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

0715

C/S 16

0722

M - 04 B - 126

M - 03(or 05) B - 083

0745CO COMMENT

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

0800

Position: 55 20.2S 58.24W

Weather - Deep

SSS 3 - 4

SVP 060 - 4825

260 - 4826

0810

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

CO COMMENT

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

0840

M - 04 FCS (Poor) 320/1.5 kyds 280/15 AOB 140 Stbd

TG 79.3 appear to have started zigzagging

C/C as required for 1936 ranging

0900CO COMMENT

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

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

UNCLASS/NPMA

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~~UK EYES 'B'~~

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

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

CO COMMENT

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

1106 LOP solution over last 2 hours 270/14

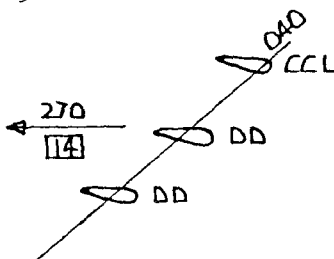
1124 Sunrise

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

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

CO COMMENT

Force Disposition



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

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

1352 CO COMMENT

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

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

6015 LR

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B-66

~~UK EYES 'B'~~

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UNCLASS/NPM

~~UK EYES 'B'~~CO COMMENT

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

1420

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

Vis 5 NM

1430

Disposition



DD 6.4 KYDS

S/M.

DD 9 KYDS

CCL 9 KYDS

1437

Very intermittent reception of FLTSATCOM 5

1452

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

1530

TG 79.3 are now at 12 kyds

1543

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

1547

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

1625

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

CO COMMENT

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

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

1626

C/D 160 C/S 16

1633

C/S 21 C/C 290

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

UNCLASS/NPM

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~~UK EYES 'B'~~

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

1718 C/D 200 C/S 16

CO COMMENT

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

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

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

1809 ACTION STATIONS

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

CO COMMENT

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

1816 C/D PD C/S 6

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

CO COMMENT

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

1822 C/D 300 C/S 21

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

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

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UNCLASSIFIED

~~SECRET~~

~~UK EYES 'B'~~

UNCLASS/NPMA

147

1843 M-04 FCS (GOOD) 040/35 kyds 294/10 AOB 75 Port

CO COMMENT

D.O.T. is 3.3 kyds. Will 'Duck and up' again to close range.

C/D 150 C/S 18

1850 C/C 000 C/S 6

1851 Set Target Speed 11 knots C/D PD

Standby 1,2,6 tubes, open 1,2,6 tube bow caps

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

1853 Final set-up

MO4 FCS (GOOD) 042/2 kyds 280/11 AOB 58 PORT

1854 All-round look

CO COMMENT

Nothing else in sight. M-04 BELGRANO is not aware of my presence. Intend to wait until the target's relative bearing is G13 when it will be a zero gyro angle shot.

TTA now 90° after re-assessing the ATB at the last look, but will not C/C now as I am about to fire.

1854½ Final set-up

M-04 FCS (GOOD) 035/1.6 kyds 280/10½ AOB 65 PORT

Set target speed 10½ knots

1856 Final set-up

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

1856¾ Check firing bearing 023½

FIRE

Order of firing 6, 1, 2

1857 Shut 1,2,6 tube bow caps

3 explosions heard

C/D 300 C/C 180 to clear the datum

Shut off for Counter-Attack

~~SECRET~~

B-69
~~UK EYES 'B'~~

UNCLASS/NPMA

~~SECRET~~

UNCLASSIFIED

148

~~UK EYES - B~~

CO COMMENT

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

1904 Explosions heard

XXXXXXXXXXXXXXXXXXXXX

CO COMMENT

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

1911 C/C XXXX

1917 C/C XXX

1919 END OF EVENT 02/01

CO END OF EVENT SUMMARY

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

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

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

Own Course	010	
Own speed	6 kts	
Target Course	280	296)
Target speed	$10\frac{1}{2}$ knots	10 kts) Reconstruction
Torpedo Track Angle	90	106)
Range on firing	1400 yds	1200 yd) from the LOP
Gyro Angles	1st Weapon	1° Right
	2nd Weapon	Zero
	3rd Weapon	2° Left
Angular Spacing	$5\frac{1}{2}$ degrees	
Hitting Run	56 seconds	- $57\frac{1}{2}$ seconds timed on Sonar Recording

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~~UK EYES - B~~

UNCLASSIFIED

~~SECRET~~

UNCLASS/REF

~~UK EYES 'B'~~

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

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

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

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

1927 XX

1953 B - 280 S - 30 getting louder. There is a lot of 'banging' on this bearing

2000 Position 55 42.6S 60 58.3W
Weather - Deep SSS 6+
SVP 020 - 4827
420 - 4834

2004 B - 272 Datum R - 26 kyds

2010 Loud Bang - heard to the West - No Bearing

CO COMMENT

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

2037 Sunset

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B-71

~~UK EYES 'B'~~

UNCLASS/REF

UNCLASSIFIED

~~SECRET~~

151

UK EYES 'B'

UNCLASS/NPM

CO DAILY SUMMARY

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

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

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

MONDAY 3 MAY 1982

0100 CO COMMENT

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

0103 No sonar contacts

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

0614 B - 030 E 58 Possible NEPTUNE

CO COMMENT

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

0655 B - 050 E58 is increasing in intensity

0702 C/D 260 C/S 15

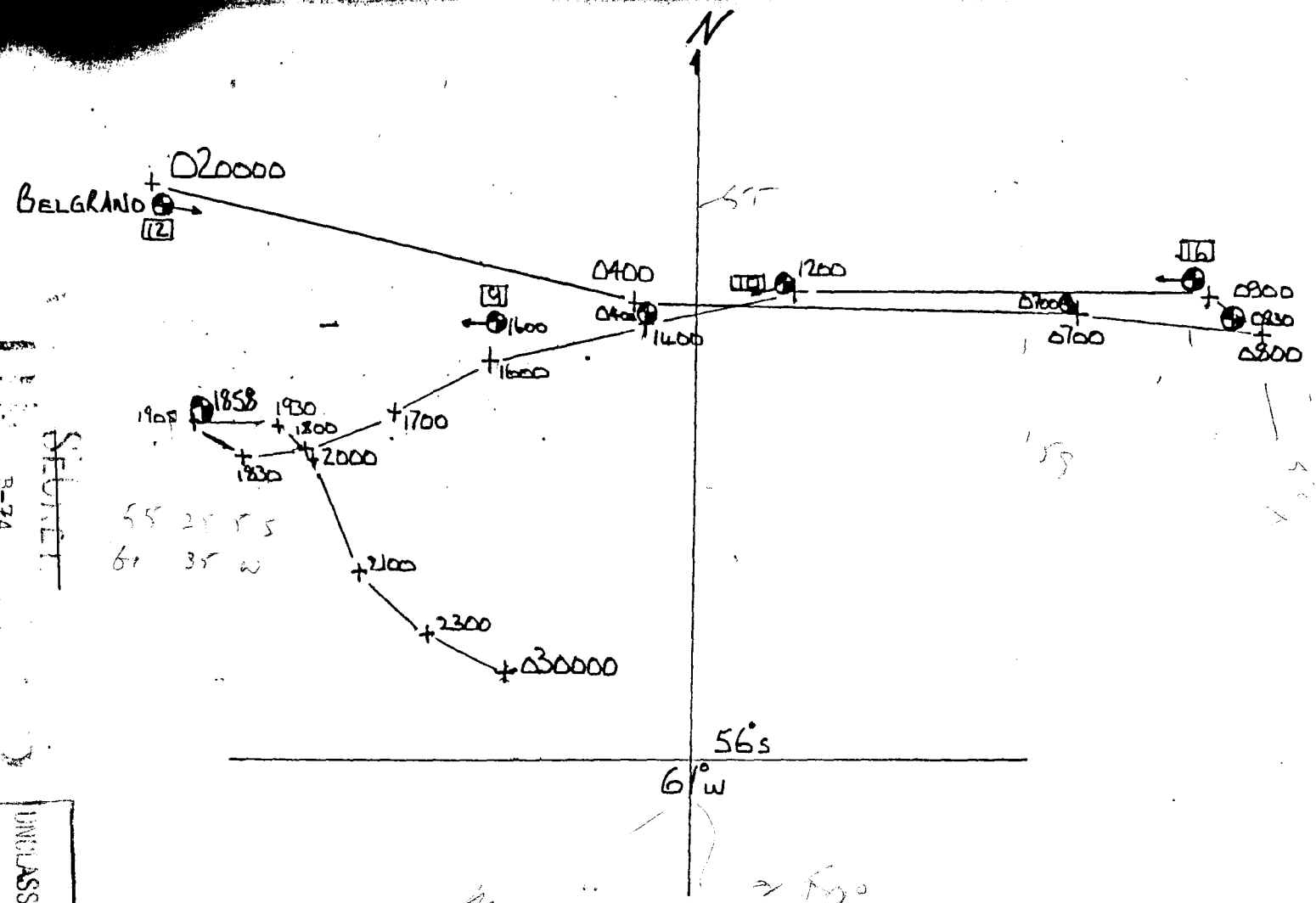
0800 Position 56 10S 62 34W
SSS 4.5
SVP 020 - 4827
210 - 4832

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

SECRET
B-73
UK EYES 'B'

UNCLASS/NPM

SECRET
 UNCLASSIFIED
 B-74



SECRET
 UNCLASSIFIED

0 16.8
 1 inch = 16.8 miles

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

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

1142 Sunrise

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

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

1440 C/D 260 C/C 280

CO COMMENT

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

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

CO COMMENT

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

1824 B - 025 E26 Probably ANAPs 20 (NEPTUNE)

1826 B - 025 E26 Dangerous. Down all masts

1846 B - 060 E - 26 regained

1847 E - 26 faded

1933 C/D 260

1951 C/C 145 C/S 11

CO COMMENT

Traffic received COR 186, 188, 189

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

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~~UK EYES 'B'~~

~~SECRET~~

UNCLASSIFIED

~~UK EYES 'B'~~

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

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

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

2041 Sunset

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

2330 Carrying out zigzag plan 10 in accordance with ATP 3

2359 CO DAILY SUMMARY

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

A quiet day after yesterday!!

TUESDAY 4 MAY 1982

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

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

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

0220 C/C 010 - Stop zigzag plan 10

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

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

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UNCLASSIFIED

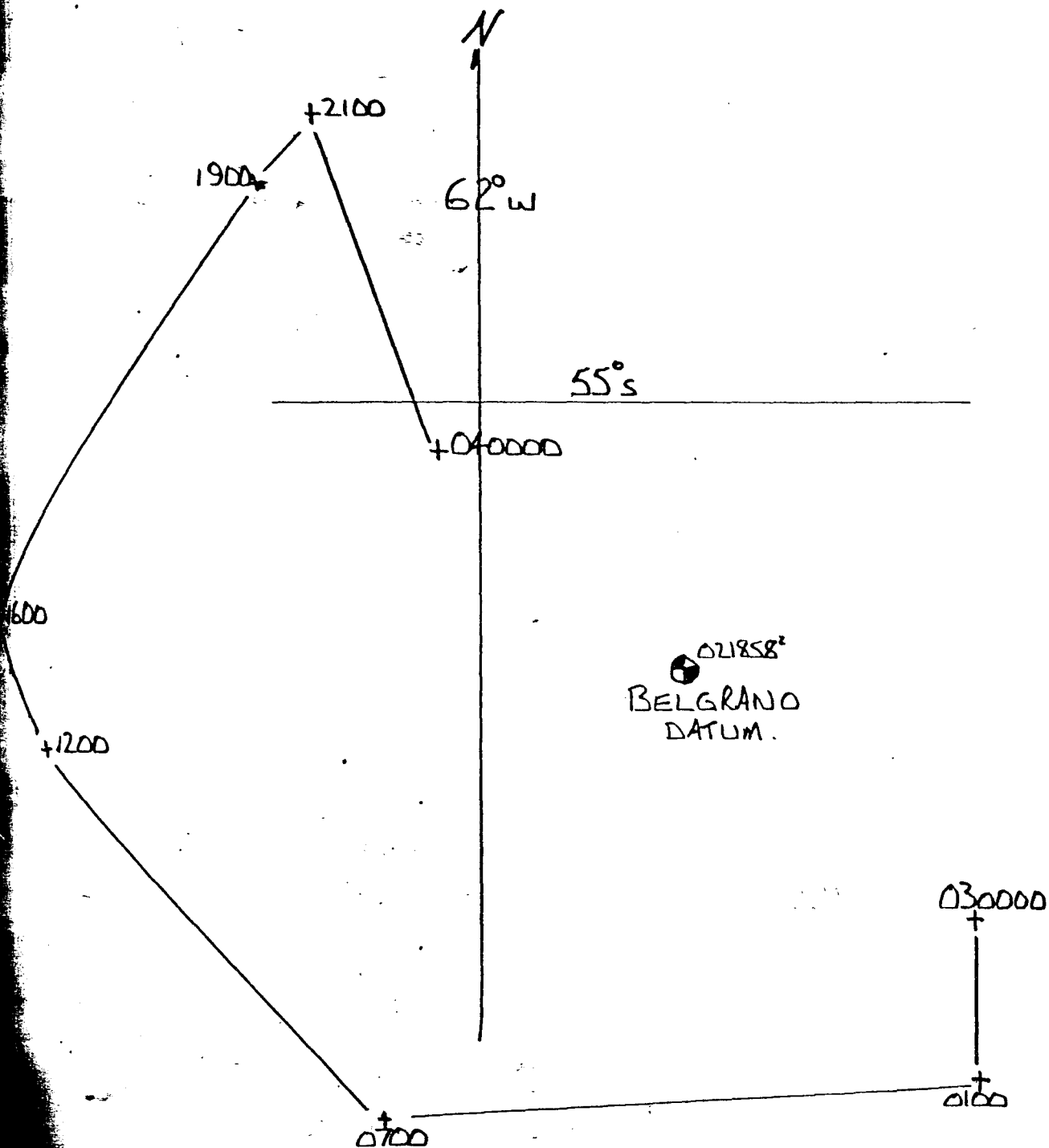
~~UK EYES 'B'~~

B-76

~~SECRET~~

UNCLASS/NPM

030000Z - 040000Z



~~SECRET~~

P-77

UNCLASS/NPM

UNCLASS/NPM