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CINCFLEET OF ORDER 2/82 - PARA JET

The attached Op Order will be discussed at your Meeting scheduled for later this afternoon, Tuesday 13 April 1982.

Attachment:

CINCFLEET Op Order 2/82 (13 pages).

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13 April 1982

*M Knight**See pages**728**M Knight**13/4*

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Commander-in-Chief Fleet
Northwood
Middlesex

121800Z Apr 82

250/181.0

OPERATION ORDER 2/82

Reference: CINCFLEET's AAA/ACA/IGF 072230Z APR 82 (NOTAL).

Time Zone Used Throughout the Order: ZULU.

Task Organisation 1

Task Force 317	CTF 317	Admiral Sir John FIELDHOUSE at Northwood
Task Force 317.9	CTG 317.9	Captain YOUNG RN in HMS ANTRIM
HMS ANTRIM	(DLG)	(Captain YOUNG RN)
HMS PLYMOUTH	(FF)	(Captain PENTREATH RN)
HMS ENDURANCE	(AGFA(H))	(Captain BARKER RN)
RFA TIDESPRING	(AO)	(Captain REDMOND RFA)
2 SBS	(16 ranks)	(Lt ARMSTRONG RM)
One Tp D Sqn 22 SAS	(16 ranks)	
M Company Group 42 Cdo RM	(135 ranks)	(Major SHERIDAN RM - 2IC 42 Cdo RM)

Task Organisation 2

Task Force 324	CTF 324	Admiral Sir John FIELDHOUSE at Northwood
Task Group 324.3	CTG 324.3	Vice Admiral HERBERT at Northwood
Task Unit 324.3.3	CTU 324.3.3	Commander WREFORD-BROWN RN in HMS CONQUEROR
HMS CONQUEROR	SSN	(Commander WREFORD-BROWN RN)
6 SBS	(14 ranks)	

INFORMATION TO DATE 121500Z APR

1. SITUATION The first illegal landing took place at Leith in South Georgia on 19 Mar 82. At 032200Z Apr, 2 days after the invasion of the Falkland Islands, an Argentinian Marine Landing Force from the Polar Transport Ship ARA BAHIA PARAISO and French A69 Class Corvette ARA GUERRICO was landed by LCVP/helicopter at Grytviken, South Georgia. The RM detachment of HMS ENDURANCE, in opposing the landing damaged

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UBERICO with Carl Gustav fire and shot down a PUMA helicopter, killing 3 crewmen and inflicting other casualties. The RM Detachment and some of the British Antarctic Survey (BAS) personnel from Grytviken are assumed to have been evacuated from South Georgia, but isolated BAS outstations remain. Argentina has since declared a 200 nm 'defence zone' along the mainland coast, the Falkland Islands, South Georgia and the South Sandwich Islands (reported only by Argentine press and not yet supported by a notice to mariners).

a. Enemy Forces The following assessment applies to South Georgia only:

(1) Garrison Force. Reliable reports have identified the following

2 groups of Argentinians on the island:

- (a) A 'sizeable' party of mixed military and civilian personnel (the so-called scrap merchants) who landed illegally in Leith harbour on 19 Mar 82.
- (b) 54 marines involved in the assault on the RM Detachment and BAS party on Grytviken on 3/4 Apr 82.
- (c) After landing, the Garrison Commander was instructed to establish a rear link communications station at Leith, and a secondary station at Grytviken. They have been reported to be at "section" strength at each location. They are believed to be equipped with conventional HF radios capable of FM/AM voice, CW morse or SSB voice. In addition to small arms, the Argentinian Marines may be equipped with mortars, hand held anti-tank weapons, and night vision aids. Some vehicles and an A111 ALOUETTE helicopter may also have been landed.
- (d) Despite reported numbers in the assault, it should be noted that the carrying capacity of the ships involved is considerably in excess of the number of troops landed. BAHIA PARAISO alone has space for at least 120 more than her crew.

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(e) There are also reports that the garrison has been resupplied by 2 Naval Tugs, but it is not known whether the vessels brought any reinforcements. It is thought more likely that they were involved with the scrap metal contractors.

(2) Surface forces. To date only the French Type 69 Corvette (GUERRICO), Polar Transport Ship (BAHIA PARAISO), and tugs have been observed in the area. The Ice Breaker IRIZAR was reported to have been in the area but not observed. No ships are observed in area at present. It is likely that all Warsaw Pact units will report to Moscow UK dispositions if encountered and that USSR may pass this data to Argentina.

(3) Air forces

(a) The offensive air threat from mainland based attack aircraft is nil. There is strong evidence of priority being given to the extension of the runway at Stanley airfield. Only when this is completed will the 7 available CANNBERRA, the A4 SKYHAWK and the MIRAGE 5 (the latter two types with drop tanks) be able to reach South Georgia at the extreme limits of their radius of action. All the aircraft are daylight and good weather limited.

(b) SKYHAWK A4Qs launched from the ARA VEINTICINO DE MAYO could be utilised if launched from the CVA from within 300 nm of South Georgia but it is considered unlikely that the CVA would be deployed in this area with a high SSN threat. The CVA is currently believed to be under repair in Puerto Belgrano following engine trouble.

(c) Reconnaissance of South Georgia by P2 and C130 aircraft either from the mainland or Stanley is possible and likely if the Argentinians suspect the presence of a surface force,

although the C130s are more likely to be committed to resupply of forces in the Falkland Islands. The C130s are unlikely to paradrop troops or supplies due to weather conditions and terrain.

(d) It is likely that progress of UK naval forces will be monitored by infrequent Soviet Naval BEAR D aircraft, flying out of Luanda, by REGULAR Soviet ELINT/PHOTINT satellites, and that this data may be passed to Argentina.

(4) Submarine forces It is feasible that enemy submarines could operate in the South Georgia area. 2 SSKs are believed to be in base at Mar Del Plata and one at Puerto Belgrano. The fourth (probably Ex-US Guppy Class 2 SANTA FE) may have deployed on 9 Apr 82, and would take 7 or more days to reach the South Georgia area.

(5) Daily INTREPS will be signalled.

b. Friendly Forces

(1) (Sitrep on BAS personnel and communications remaining in South Georgia to be inserted).

(2) RRS BRANSFIELD sailed from Signey Island South Orkneys on 10 Apr proceeding along latitude 60 degrees South until 200 nm East of South Sandwich Group then North for UK.

(3) TG 317.8 (CTG - FOF 1) may be operating in the vicinity of the Falkland Islands. The Carrier Battle Group could be deployed to prevent Argentinian reinforcements reaching the area.

(4) TG 324.3 (CTG - CTF 311) comprising 3 SSN, is tasked for operations in the Falkland Islands area. One will be assigned in support of OP PARAQUET, for prevention of Argentinian seaborne reinforcements reaching the area, and possible landing of 6 SBS.

(5) Victor tanker aircraft, if deployed to Ascension, may be tasked to operate in the MRR role in support of TG 317.9.

c. Attachments and Detachments RFA FORT AUSTIN will carry out a RAS(S) with HMS ANTRIM and HMS PLYMOUTH in approximate position 2220S 01309W on 13 Apr 82.

d. Commander's Evaluation Units known to have been involved in South Georgia are the Corvette GUERRICO and the Polar Transport Ship BAHIA PARAISO. There is evidence that approximately 50 Argentinian Marines were landed from these ships, and possibly augmented by the illegal military/civil landing party. South Georgia is unlikely to be heavily defended but there is a possibility of further reinforcement by Frigates and/or Corvettes and Supply Ships. However, at the time of assessment there is no move in that direction. A submarine threat is possible but considered unlikely. An informed diplomatic source has suggested that if faced with superior force levels, the Argentinians in South Georgia may offer only token resistance knowing that they cannot expect reinforcement from the mainland.

e. Meteorology See Annex A.

2. MISSION To repossess South Georgia as soon as possible.

3. EXECUTION

a. General Outline

(1) The forces nominated are assessed as sufficient to achieve the mission, and at the same time cause minimum depletion of the main landing force for OP CORPORATE. Nevertheless, time must be allowed, for reconnaissance, prior to committing the landing force, to confirm adequate force levels for the mission.

(2) HMS ENDURANCE completed RAS(S) with RFA FORT AUSTIN and transfer of 2 SBS, One Tp D Sqn 22 SAS and Medical Stores on 12 Apr 82.

(3) HMS ANTRIM and HMS PLYMOUTH RAS(S) with RFA FORT AUSTIN on 13 Apr 82.

(4) HMS ENDURANCE RV with remainder TG 317.9 on 14 Apr 82.

Carry out RAS(L) with RFA TIDESPRING. The refuelling of HMS ENDURANCE (no normal RAS(L) fittings) is essential to the operation. If RAS(L) is not achieved before arrival in South Georgia HMS ENDURANCE is to operate in area for up to maximum safe period (approx one week) before refuelling alongside RFA TIDESPRING in a selected sheltered area.

(5) TG 317.9 proceed to vicinity of South Georgia. Route to take account of following factors:-

- (a) Range of Argentinian reconnaissance aircraft.
- (b) Range of likely shore based attack aircraft (Super Etandard, A4) from Port Stanley, assessed to be around 350 miles.
- (c) Shortest route through ice which dictates a final approach from between 320 degrees and North.

(6) CTG 317.9 is to conduct reconnaissance ahead for ice using the following assets:

- (a) MRR if available.
- (b) Helicopters.
- (c) HMS ENDURANCE.

(7) HMS CONQUEROR will be ordered to conduct an anti ship patrol in the vicinity of South Georgia. Weather permitting CONQUEROR may be tasked to deploy 6 SBS being held in reserve for contingency operations.

(8) CTG 317.9 is to plan, and when ordered, conduct prior reconnaissance as required, and carry out an operational landing to repossess South Georgia by:

- (a) Capturing Leith and Grytviken.
- (b) Neutralising Argentinian communications in the area.

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(c) Capturing or killing Argentinian Armed Forces personnel. 1 X

(d) Arresting and removing Argentinian civilians but causing minimum loss of life and damage to property.

(9) Initiation of the landing of reconnaissance and assault operations will be ordered by CTF 317. Codeword for initiation is DANDELION.

(10) CTG 317.9 may withdraw his forces at anytime he considers a successful landing to capture Leith and Grytviken cannot be achieved in the circumstances prevailing.

b. Subsequent Movements In the event of a successful landing HMS ANTRIM should be prepared to proceed to join TG 317.8 leaving HMS PLYMOUTH and HMS EDURANCE on station to provide support for the landing forces. RFA TIDESPRING's movements will be ordered by CTF 317.

c. Submarine Operations

(1) HMS CONQUEROR is to act in support of OP PARAQUET as directed by CTG 324.3. Avoidance of mutual interference between surface and submarine forces will be achieved by geographical separation using the FALKGRID (Annex B).

HMS CONQUEROR's initial tasking will be anti-shipping patrol along the northern coast of South Georgia and in an area to the West of the island. At a time to be signalled, depending on the ETA of the surface forces in the operating area, HMS CONQUEROR will be constrained to remaining west of longitude 40 W.

(2) Requests by CTG 317.9 for additional water allocation or for alternative tasking for HMS CONQUEROR must be made through CTF 317/324. The time elapsed between the transmission of such requests by CTG 317.9 and its receipt by HMS CONQUEROR will depend on the submarine broadcast reading interval. This interval is normally one every 12 hours.

(3) Submarine SOA inside the iceberg limit should be planned for 7 knots. In the absence of information to the contrary the northerly limit is established at 50° South. Use of SSN active sonar for iceberg

detection is authorised.

(4) Landing of 6 SBS Submarine operating limitations dictate that 6 SES can be launched off the north coast of South Georgia only. Constraints of SOA and seaborne reconnaissance requirements mean that the earliest a landing can be achieved would be about 4-5 days after the submarine crosses latitude 50°S (currently 181200Z Apr).

d. Co-ordinating Instructions

(1) Sailing

- (a) RFA FORT AUSTIN sailed from Ascension Island pm 9 Apr 82.
- (b) TG 317.9 (less ENDURANCE) sailed Ascension Island am 11 Apr 82.
- (c) TG 317.9 RV with FORT AUSTIN for RAS(S) 12 Apr 82.
- (d) TG 317.9 RVs with HMS ENDURANCE 13 Apr 82.

Proceeds vicinity of South Georgia on completion of RAS(L).

ETA 21 Apr 82.

(2) Rules of Engagement will be signalled. The intention is that SSN ROE's should allow the submarine freedom to attack any Argentinian shipping capable of reinforcing South Georgia.

Whitened line? An escape?

(3) Prisoners Instructions for the evacuation of Prisoners (both military and civilian) will be signalled.

4. SERVICE SUPPORT

a. Ammunition First and second line support for M Coy 42 Cdo RM is embarked in RFA TIDESPRING for transfer as required.

b. Rations Arctic 24 hour individual packs (3000 in No) and Naptha are embarked in HMS ENDURANCE.

c. Fuelling Equipment Two large DUNLOP fenders are embarked in RFA TIDESPRING for use during the RAS(L) with HMS ENDURANCE.

d. Personnel

(1) 2 SES (Command plus 3 teams) and One Tp D Sqn 22 SAS (4 teams) are embarked in HMS ENDURANCE.

(2) M Company 42 Cdo RM are embarked in HMS ANTRIM and RFA TIDESPRING.

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(3) 6 SBS (Command plus 3 teams) are embarked in HMS CONQUEROR.

e. Medical

(1) The following medical personnel are available:

- (a) HMS ANTRIM - One MO, one POMA, One Dental Officer.
- (b) HMS PLYMOUTH - One MO, One LMA.
- (c) HMS ENDURANCE - One MO, One POMA.
- (d) RFA TIDESPRING - One RFA Doctor.
- (e) M Coy 42 Cdo RM - One MO.

(2) All ships are stored to war standard.

(3) Casualties CTG 317.9 is to make plans for the evacuation and treatment of casualties. The medical facilities available are considered adequate for the forces involved and the limited opposition expected.

5. COMMAND AND SIGNAL.

a. Command

- (1) Operational Command and Control of TG 317.9 is retained by CINCFLEET.
- (2) Operational Control of HMS CONQUEROR will be retained by CTG 324.3.
- (3) OTC CTG 317.9 in HMS ANTRIM.
- (4) Operational control of 2 SBS, One Tp D Sqn 22 SAS, and M Coy 42 Cdo RM is delegated to CTG 317.9.
- (5) CTG 317.9 is to coordinate the detailed landing plan as advised by CO HMS ENDURANCE and 2IC 42 Cdo RM.
- (6) When the landing force is established ashore control of their operation will be exercised by 2IC 42 Cdo RM.

b. Electronic Emission Policy At the discretion of CTG 317.9 dependant upon tactical situation.

c. Communications

(1) Ships

- (a) SATCOM MRL 1 ECHC and MARISAT.
- (b) HF back up to be signalled.
- (c) Fleet COMPLAN 'ZULU' allocated.

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(2) SSNs

- (a) Broadcast Support - RN and BILATERAL SSIIXS (HF and LF back-up).
- (b) Ship/Shore - RN/BILAT SSIIXS, HF in emergency.
- (c) Ship/SSN/Helo emergency frequencies to be guarded by nominated ship:-
 - (i) Z 328 (233.6 Mhz).
 - (ii) Z 328 D (3851.5 KHz (3850)).

(3) Landing Forces As directed by CTG 317.9.

(4) Communications between SSN's and CTG 317.9 will be via UK ie SSIIXS/MRLIC.

(5) MRR

- (a) UHF: Pri: 281.2 MHz Sec: 266.6 MHz.
- (b) HF: Pri: 6687.5 (6686) KHz Sec: 9029.5 (9028) KHz.
- (c) Procedure to be signalled.

d. Code word The code word for this operation is PARAQUET. The code word is RESTRICTED and its meaning SECRET-EXCLUSIVE.

e. Acknowledgement Instructions By signal on receipt.

J D E FIELDHOUSE
Admiral
Commander-in-Chief

Annexes:

- A. Meteorology.
- B. Submarine Grid.

Distribution

Action

CTG 317.9

HMS PLYMOUTH

HMS ENDURANCE

RFA TIDESPRING

2 SBS

Tp D Sqn 22 SAS

M Coy 42 Cdo RM

Information

MOD UK

MOD(N)(DNOT)

CGRM

CTF 311

CTG 317.8

MGRM Cdo Forces TAC NORTHWOOD

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ANNEX A TO
CINCFLEET'S OP ORDER 2/82
DATED 12 APR 82

ASSESSMENT OF AVIATION AND SEA ICE CONDITIONS IN S. GEORGIA DURING APRIL

WIND DIRECTION Predominantly 290° - 360° with sudden backing on passage of troughs.
STRENGTH Mean 15 - 25 kts but 25% in excess of 30 kts.

Gvytivilen - more sheltered - mean wind 10 kts with 28% calm.
Great variation is the predominant characteristic with sudden increases and gusts common. Strong katabatic winds are common in coastal areas. Mod/severe low level turbulence is likely.

WEATHER Cloudy (Average 6/8) with frequent precipitation which can be rain/sleet/snow in which cloud base can be reduced to around 500 feet.

VISIBILITY Generally over 10 km, only 5% less than 4 km reported at Gvytivilen. Fog occurs on 3 days per month.

SEA Over 12 feet 19%, over 5 feet 48%.

SWELL Over 12 feet 37%.

TEMPERATURE MEAN RANGE 0°C to 6°C but can reduce to -9°C.

SEA TEMPERATURE around +2°C.

ICING RELATIVE HUMIDITY is high - 75 - 80% on average.
+2°C level, surface to 2000 feet.

Air frame and engine icing likely to be a hazard.

SEA ICE South Georgia lies well North of the climatological mean pack ice limit for APRIL/MAY but well South of the extreme limit of icebergs. On 6 April 82, a line of large tabular bergs lay along 55 degs South from 41 degs West to 34 degs West thence Southwest to 57 degs South, 46 degs West. Line had density approx one berg per square mile. Drift estimated EASTNORTHEAST at $\frac{1}{2}$ to $\frac{3}{4}$ kt. In addition three bergs were reported within 40 nm of South Georgia in NORTHEAST sector; typical height 100 - 150 feet, size 800 - 1000 feet square and draught up to 500 feet. Likely more bergs now exist in this area.

Bergy Bits and Growlers calve from bergs and are usually numerous in their vicinity. Size very variable but typical freeboard 6 - 10 feet (Growlers smaller) with draught 30 - 60 feet.

Climatology indicates incidence of sea ice increases notably in cold water south of the Antarctic Convergence Zone (Approx 50 South in longitude of South Georgia). Threat from Bergy Bits and Growlers reduces later in winter as calving decreases in very cold weather.

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1. Falkgrid established within covert NOI bounded by three five south eight/six zero south six/three zero west three/seven zero west seven. Pri use water allocation. Sec poss contact reporting.

2. Construction. A. Five latitude bands.

CAT (three five south eight to four zero south four)
 LEG (four zero south four to four five south nine)
 PIG (four five south nine to five zero south five)
 DOG (five zero south five to five five south zero)
 DUCK (five five south zero to six zero south six)

B. Eight longitude columns

ONE (seven zero west seven to six five west one)
 TWO (six five west one to six zero west six)
 THREE (six zero west six to five five west zero)
 FOUR (five five west zero to five zero west five)
 FIVE (five zero west five to four five west nine)
 SIX (four five west nine to four zero west four)
 SEVEN (four zero west four to three five west eight)
 EIGHT (three five west eight to three zero west three)

C. Each box formed by (A)/(B) is subdivided into two five units measuring one DEG Lat by one DEG Long. Units lettered ALFA thru ZULU XMP OSCAR starting at top left hand corner of box lettering horiz and stepping down in five layers. eg Unit 40S4-41E5/59W4-60W6 is LEG three ALFA. Unit 47S1-48S2/51W6-52W7 is PIG four NOVEMBER. Unit 54S9-55S0/38W1-39W2 is DOG seven WHISKY.

D. Each unit may be divided in half horiz named north/south or vert named east/west. eg Area bounded by 36S9/3630S2/ W2/49W3 is CAT five GOLF north. Area 58S3/59S4/4030W7/4100W5 is DUCK six UNIFORM west. Following block areas established vicinity Falklands and South Georgia each encompassing four units north/south and six units east/west and grouped quadrant form about centre of islands.
 Falkland RED four eight south two five two south seven five nine west four six five west one.
 Falkland WHITE four eight south two five two south seven five three west eight five nine west four.
 Falkland BLUE five two south seven five six south one five three west eight five nine west four.
 Falkland GREEN five two south seven five six south one five nine west four six five west one.
 Georgia RED five zero south five five four south nine three seven west zero four three west seven.
 Georgia WHITE five zero south five five four south nine three one west four three seven west zero.
 Georgia BLUE five four south nine five eight south three three one west four three seven west zero.
 Georgia GREEN five four south nine five eight south three three seven west zero four three west seven.

3. Following dormant transit lanes established between Falklands and South Georgia. Lane STRAND joining five two south seven five five west zero and five two three zero south zero four one west five.

Lane MAYFAIR joining five three south eight five five west zero and five five south zero four one west five.

Lane width 30nm either side of line. Each half lane nominated STRAND north/south or MAYFAIR north/south. Dormant lanes STRAND and MAYFAIR will be activated by signal giving appropriate notice.

4. Emergency exit lane. Emergency exit route from covert NOI permanently established as follows.

Lane exit. Five miles either side of direct line joining four nine south three five five west zero and three five south eight four zero west four. Lane depth surface to three zero feet three. Units operating in areas adjacent to lane exit are to remain below four five zero feet nine when in vicinity lane exit.