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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

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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

0320 CO 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

0400 CO 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.

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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 NI 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.

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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

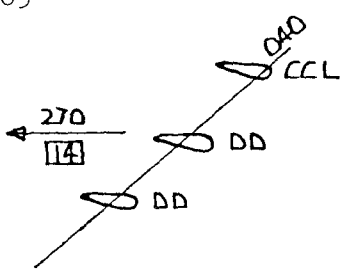
1124 Sunrise

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

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

1410 LR

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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 Vis 5 NM
 Seastate 2 from 310
 Cloud 100%

1430

Disposition

1437

Very intermittent reception of PLTSATCOM 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

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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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- 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

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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

XXXXXXXXXXXXXXXXXXXXXXXXXX

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 XXXX

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 + 30° 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	10½ 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	5½ degrees		
Hitting Run	56 seconds	- 57½ seconds	timed on Sonar Recording

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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

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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 rackets are aircraft searching for me around the datum area.

0655 B - 050 E58 is increasing in intensity

0702 C/D 260 C/S 15

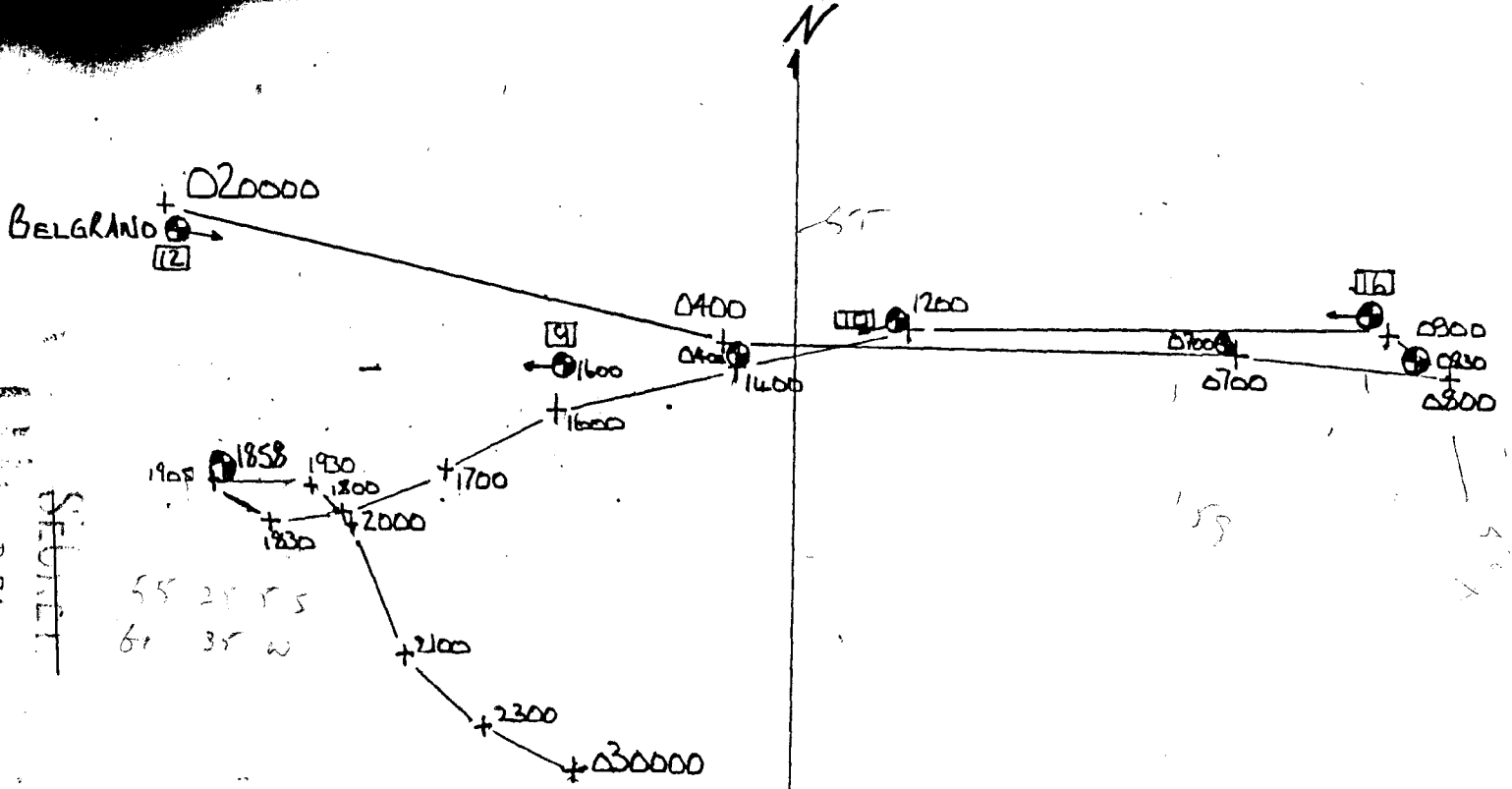
0800 Position 56 10S 62 34W
SSS 4.5
SVP 020 - 4827
210 - 4832

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

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Handwritten notes: "Handwritten notes: 55 25 15, 61 35 W, 56°S, 6°W, 168, 1 inch = 16.8 MLS"

