

Question 1

- a. What is the risk of losing Canberra or Norsesea?
- b. If we were taking men to the Falklands area, were we going to do a landing without risking the ships (use LSLs etc)?

Answer

- a. There will always be a risk but the CTG will aim to reduce the risks by achieving area superiority before the assault.
- b. The personnel in Canberra (only equipment in Norsesea) would be cross loaded other ships before assault. Timing will depend on plan when mission is known - but probably about 12 hours beforehand.

Question 2

If they could not be obtained, what penalty?

Answer

Would make whole operation a doubtful venture - and would introduce a substantial delay in sailing:

- a. 3 Para could not be taken. In addition part of a Commando could not be taken, unless HERMES role changed from CVS to ~~CVS~~ <sup>CTF</sup> and overload in other ships accepted. Total 1400 men ~~(1400)~~ (25%) would reduce force to about parity with possible size of opposition (3000 by one estimate).
- b. Role change of HERMES would significantly reduce ASW capability.
- c. Equipment already being loaded in ships of force would have to be redispersed which would cause substantial delay.
- d. Overload conditions in other ships during three week passage would impair fighting efficiency.

Question 3

Are these two really the only available ships? Have we tried elsewhere? Is it really true that nothing else could be chartered?

Answer

Despite considerable research by MOD and Dept of Trade these two ships were the only two capable of carrying out the task in the short time available for mounting the operation. Requisition (not charter) is the only arrangement shipping companies will accept in these circumstances because of insurance implications.

Is Monday an equally safe or break or is relay acceptable?

Answer

- a. CANTERRA P & O must know by am Monday so that they can telegraph all booked for cruise planned to start on Thursday. Otherwise understand that could be contractual liability.
- b. NORSEA Arrives Ipswich on Tuesday from Europe. Needs then to go to Southampton to load without delay.

*But ship not available until 8 April 82*

### Procedure

If note to Prime Minister and Cabinet colleagues is despatched on Sunday arrangements have been made to complete the subsequent procedure by on Monday.

WHEREAS it is expedient in view of the situation now existing in relation to the Falkland Islands that Her Majesty should be enabled to exercise all the powers and authority vested in Her for the defence of the realm including Her Majesty's dependent territories;

ENO, THEREFORE, Her Majesty is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows:-

1. This Order may be cited as the Requisitioning of Ships Order, 1982.

2. A Secretary of State or the Minister of Transport (hereinafter referred to as "the Minister") or the Lords Commissioners of the Admiralty may requisition for Her Majesty's service any British ship and anything on board such ship wherever the ship may be.

3. A Secretary of State or the Minister of Transport or the Lords Commissioners of the Admiralty may, to such extent and subject to such conditions and restrictions as he or they think proper, delegate all or any of his or their functions under Article 2 of this Order to any specified persons or class of persons.

4. The owner of any ship or thing requisitioned under this Order shall receive such payment for the use thereof during its employment in Her Majesty's service and such compensation for loss or damage to the ship or thing occasioned by such employment as may be provided by any enactment relating to payment or compensation in respect of the exercise of powers conferred by this Order and, in the absence of such an enactment, such payment or compensation as may be agreed between a Secretary of State or the Minister of Transport or the Lords Commissioners of the Admiralty (as the case may be) and the owner or, failing such agreement, as may be determined by arbitration.

5. In this Order:-

"Secretary of State" means any of Her Majesty's

AT THE COURT AT

on the                      day of                      1982

PRESENT

THE QUEEN'S MOST EXCELLENT MAJESTY

IN COUNCIL,

WHEREAS it is expedient in view of the situation now existing in relation to the Falkland Islands that Her Majesty should be enabled to exercise in the most effectual manner the powers at law vested in Her for the defence of the realm including Her Majesty's dependent territories:

NOW, THEREFORE, Her Majesty is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows:-

1. This Order may be cited as the Requisitioning of Ships Order, 1982.

2. A Secretary of State or the Minister of Transport (hereinafter referred to as "the Minister") or the Lords Commissioners of the Admiralty may requisition for Her Majesty's service any British ship and anything on board such ship wherever the ship may be.

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5. In this Order:-

"Secretary of State" means any of Her Majesty's

Secretaries of State;

"Requisition" in relation to any ship or thing means take possession of the ship or thing or require the ship or thing to be placed at the disposal of the requisitioning authority;

"British ship" means a ship registered in the United Kingdom or any of the following countries -

- (a) the Isle of Man;
- (b) any of the Channel Islands;
- (c) any colony;
- (d) any country outside Her Majesty's dominions in which Her Majesty has jurisdiction in right of the government of the United Kingdom.

Signed: