

RESTRICTED
Covering SECRET

COS(Misc) 181/742/1

Copy No *60* of 71 Copies

MOVEMENT OF 5 INFANTRY BRIGADE TO
THE FALKLAND ISLANDS

The attached revised paper prepared by DDOMS will be tabled for consideration by the Chiefs of Staff at their meeting on Friday 30 April 1982. The attachment to COS(Misc) 180/742/1 is withdrawn.

Attachment:

Paper by DDOMS (6 pages).

Distribution: Copy No:

PSO/CDS	1 - 2
Sec/CNS	3 - 17
MA/CGS	18 - 25
PS/CAS	26 - 35

Copies to:

PS/S of S	36
PS/PUS	37
VCDS(P&L)	38
DCDS(I)	39 - 44
DUS(P)	45
ACDS(Pol)	46 - 49
ACDS(Ops)	50 - 52
AUS(D Staff)	53
DOMS	54 - 55
DS 11	56
Sec/CINCFLEET	57
UKCICC(O)	58
FCO (Def Dept)	59 - 60
Cabinet	61
COSSEC	62 - 71

30 April 1982

COS S7(7)

Covering SECRET
RESTRICTED

MOVEMENT OF 5 INFANTRY BRIGADE TO THE FALKLAND ISLANDSBACKGROUND

1. Following the Chiefs of Staff meeting on 29 April 1982 (1) it was felt that it may be of assistance to outline the options examined by DOMS for the movement of 5 Infantry Brigade (Inf Bde) to the Falkland Islands area to meet the operational needs of the Task Force Commander.
2. ORBAT. We have been advised that a likely ORBAT for 5 Inf Bde will be as follows (2):
 - a. 3,961 men, including 552 as 3rd line support
 - b. 1,067 tons ammunition
 - c. 1,129 tons supplies (for 35 days)
 - d. 205 vehicles
 - e. 19 helicopters, including 10 RAF Puma SH

An alternative 'slimline' Brigade would reduce the force by some 1,000 men and the quantity of vehicles and freight support.

3. Shipping Resources. The main limiting factor is the availability of passenger vessels on the UK register, although we are advised that the use of ships of EEC countries should not be ruled out and FCO has been asked (3) to pursue this option.
4. A summary of UK registered shipping available for the task is at Annex A.
5. Harrier Deployment is not included in this paper, although the feasibility of shipping these aircraft to the operational area is under consideration.

AIM

6. The aim of this paper is to outline possible options for the movement of 5 Inf Bde to the Falkland Islands.

Notes:

1. COS 36th Meeting/82.
2. OPC/ARMY OPS/105 dated 28 April 1982 (NOTAL).
3. AUS(PL) 190/82 dated 28 April 1982.

MOVEMENT OPTIONS

7. The following movement options have been considered by DOMS:
- a. Option 1. Sea movement from UK of complete ORBAT.
 - b. Option 2. Sea movement from UK of 'slimline' ORBAT.
 - c. Option 3. Air move to Ascension Island and sea move from Ascension Island to the Falkland Islands using shipping already allocated to Operation SUTTON.
 - d. Option 4. Combination of sea movement from UK direct to the Falkland Islands, linked with elements by air to Ascension Island and onward movement by shipping allocated to Operation SUTTON.

OPTION 1 - SEA MOVEMENT FROM UK OF COMPLETE ORBAT.

8. This option involves the use of:
- a. QUEEN ELIZABETH 2 (QE2) - available for sailing 8 May or 20 May (both dates allow 4 days for conversion).
 - b. 2 x Ro Ro Ferries (BAL TIC/NORDIC FERRY) - available for sailing 4/5 May.
 - c. 1 additional passenger ship (RANGATIRA or SEA PRINCESS).

The earliest availability of SEA PRINCESS is 13 May and RANGATIRA is still subject to survey and repair.

9. Timings. Based on these factors:
- a. BAL TIC FERRY - Depart 5 May ETA Falklands 28 May.
 - b. NORDIC FERRY - Depart 5 May ETA Falklands 28 May.
 - c. SEA PRINCESS - Depart 15 May ETA Falklands 5 June.
 - d. QE2 - Depart 8 May ETA Falklands 24 May or depart 20 May ETA Falklands 5 June.

10. Limitations

- a. Depends on uncertain availability of RANGATIRA or SEA PRINCESS.
- b. Possible political implications of requisitioning QE2. The later sailing date for QE2 would allow further cruise sailing.

OPTION 2 - SEA MOVEMENT FROM UK OF 'SLIMLINE' ORBAT

11. As for OPTION 1 less additional passenger liner.
12. Timings
 - a. BALTIC FERRY - Depart 5 May ETA Falklands 28 May.
 - b. NORDIC FERRY - Depart 5 May ETA Falklands 28 May.
 - c. QE2 - Depart 8 May or 20 May ETA Falklands 24 May or 5 June respectively.
13. Limitations
 - a. Possible political implications of requisitioning QE2.
 - b. Later departure date for QE2 would allow a further cruise sailing.

OPTION 3 - AIR MOVE ASCENSION/SEA MOVE ASCENSION TO FALKLANDS USING OPERATION SUTTON SHIPPING.

14. This would involve the use of:
 - a. SS CANBERRA.
 - b. 5 x LSLs.
 - c. MV NORLAND.
15. Timings. On assumptions shipping released by 24 May from Operation SUTTON and an 18 - 26 day return passage, movement of the force could be achieved by 19 June at the earliest.
16. Limitations
 - a. Will depend on extensive airlift to Ascension which will preclude all other air transport tasks.
 - b. Force will be limited to airportable scales.
 - c. A heavy administrative load on Ascension for transshipment (including extensive use of helicopter force).
 - d. WMR would have to be moved separately by sea.

- b. Agree that arrangements should be made to requisition the QE2.
- c. Decide on the timings for requisitioning.
- d. Invite the FCO to pursue the feasibility of chartering EEC shipping should it be required.

Annex:

- A. Movement of 5 Inf Bde - Shipping Availability (1 page).

MOVEMENT OF 5 INF BDE - SHIPPING AVAILABILITY

	SHIP (a)	CAPACITY (b)	AVAILABILITY (c)	EARLIEST ARRIVAL FI (d)	FITTING OUT REQUIREMENT (e)	REMARKS (f)
(1)	QE2 (Cunard)	2500 pax	Returns Southampton 4 May Earliest sailing 8 May Next availability 15 May Next sailing 20 May	24 May 5 June	i RAS ii Hel (3 days) iii Comms	Assuming crew reduced to 50
(2)	RANGATIRA	1000 pax	Earliest (at Falmouth) 14 May Estimated sailing 20 May	5 June	i RAS ii Hel iii Comms	Subject to satisfactory survey
(3)	SEA PRINCESS	1000 pax	Earliest (Southampton) 14 May Estimated sailing 20 May	5 June	i RAS ii Hel iii Comms	At present in dry dock, but assume no untoward delay
(4)	BALTIC FERRY) NORDIC FERRY)	300 pax All vehicles and most of the ammunition and freight	Within 48 hours sailing 13 May	5 June	i RAS ii Hel iii Comms	
(5)	MV LAERTES	4000 tons + freight/WMR	Within 7 days	(23 days passage)	i RAS ii Comms	Only required if freight shut out from BALTIC/NORDIC FERRY