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C. CTG 317.8 AAA/I9F 281508Z MAY 82

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(19)

1. THE AIM THROUGHOUT IS TO PROVIDE THE CAPABILITY OF TWO CVA AIR GROUPS ON STATION IN THE FALKLANDS AREA. THE PLAN AS FAR AS I AM AWARE WAS INITIALLY TO PROVIDE THIS WITH TWO CVS AT SEA THEN ONE AIR GROUP ASHORE ONE AT SEA AND FINALLY BOTH ASHORE REPLACED AS CONDITIONS ALLOW BY RAF MARITIME AIRCRAFT.

2. ROULEMENT PLAN PROPOSED REF A HIGHLY DEPENDENT WORST CASE ASSUMPTION. PORT STANLEY AIRFIELD (PSA) CANNOT BE KEPT OUT OF ACTION BY ONE SIDE IF OTHER OWNS IT AND IS CRUCIAL TO OPERATION. I REMAIN OF VIEW, WITH NO DOUBTS WHATSOEVER, THAT FAILURE TO RETAKE PORT STANLEY IN NEXT FEW DAYS PUTS WHOLE OPERATION AT MAJOR RISK AND FAILURE TO TAKE PORT STANLEY IN NEXT FEW WEEKS CAUSES OPERATION TO FAIL, THE TIME SCALE OF MONTHS SUGGESTED BY WORST CASE ASSUMPTION IS NO STARTER WITHOUT CVA ON STATION OFF FALKLANDS. CVA CAPABILITY HAS TO BE PROVIDED FROM PSA SINCE, DESPITE THE TRULY REMARKABLE PERFORMANCE OF HERMES AND INVINCIBLE THEY REMAIN SMALL CVS AND WE CANNOT MUCH LONGER EXPECT TO PRODUCE SILK PURSES FROM SOWS EARS.

3. CONSEQUENT ROULEMENT PLAN REF A INAPPROPRIATE TO OVERALL SITUATION.

4. IN MORE DETAIL, NEITHER OPTION BEST SUITED CARRIER OPERATIONS THIS AREA. WEATHER MAKES FOR ONLY INTERMITTENT PERIODS OF INTENSIVE FLYING HENCE BEST PLAN, AS ALREADY EXPERIENCED, IS FOR CONTINUOUS

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TOP SECRET REGISTRY

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STATIONING IN ONE LUMP RATHER THAN FRENZIED TOING AND FROING OVER 4000 MILES TO ISOLATED NON RUN ASHORE PUMICE STONE CALLED ASCENSION. QUITE APART FROM 5/6 WEEKLY FLAG SHIFTS, THIS TYPE OF RUNNING BETTER SUITED TO SMALL SHIPS THAN BIG SHIPS WHICH ARE DIFFICULT TO START BUT, HAVING STARTED, WILL RUN FOR LONG PERIODS. USN EXPERIENCE HAS EXCEPTIONALLY EXTENDED TO 200 DAYS BUT 100 DAYS SEEMS SENSIBLE PLANNING FACTOR ON WHICH TO ADD PASSAGE TIME AND IS SUPPORTED BY UK BEIRA PATROL EXPERIENCE. SMALL SHIPS WILL MAINTAIN AT PORT STANLEY UNDER STONE CVA PROTECTION.

5. ACCORDINGLY, RECOMMEND ADHERENCE TO ORIGINAL PLAN NAMELY
 - A. TAKE PORT STANLEY
 - B. DEVELOP AIRFIELD FACILITIES PORT STANLEY AREA AS FORMULATED IN REFS C, D, E, F, G, BROADLY REF C PHASE II
 - C. EVENTUALLY REMOVE CVS ALTOGETHER HENCE REMOVING NEED FOR OFFSHORE GROUP ON STATION, REF C PHASE III
6. DETAILED ROULEMENT PLAN WOULD THEN BE
 - A. HERMES/ON 24-27/PASS UK 28-30/UK 31-42/PASS FI 43-45/ON 46-06. FLAGSHIP.
 - B. INVINCIBLE/AMP 24-27/ON 28-33/PASS UK 34-36/UK 37-42/AVAILABLE OTHER OPS UNTIL/PASS FI 04-06/ON 07 ETC.
 - C. ILLUSTRIOUS/PASS FI AND WU 31-33/ON 34-45/PASS UK 46-48/ETC. FLAGSHIP.
7. NOTES:
 - A. FIRST WEEK PASS IN AND LAST PASS OUT IS TURNOVER WEEK AND HAS TO BE FLEXIBLE.
 - B. BY TIME ILLUSTRIOUS ARRIVES PSA MUST BE AT FAST JET STATUS HENCE ILLUSTRIOUS PROVIDING DEEP MAINTENANCE FOR HARRIER FORCE ONLY AND STAYING AT LEAST 800 MILES CLEAR ARG COAST EXCEPT FOR FERRY LAUNCHES/RECOVERIES. SUCH MEASURE MORE LIKELY TO PROVIDE LONG TERM SURVIVABILITY AND REDUCE NEED FOR HIGH QUALITY WORK UP.
 - C. AIRCREW ROTATION. SOME HERMES REQUIRED TO REMAIN ASHORE UNTIL PSA OBTAINS FAST JET STATUS. THEN REDUCE APPROXIMATELY TO PLAN REF A PARA 6.
 - D. REF A PARA 3, T42 CONSORT NOT NEEDED, T22 ADVISABLE.
 - E. 2 OUT OF 3 CVS HAVE XHAS IN UK.
 - F. PLAN HAS FLEXIBILITY IN CHOICE OF RELIEF FOR ILLUSTRIOUS JUST NECESSARILY COME BEFORE THEM.
 - G. SK5 FORCE REQUIRED TO BE BASED ASHORE THROUGHOUT.
 - H. BRISTOL TO PAIR WITH INVINCIBLE.

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