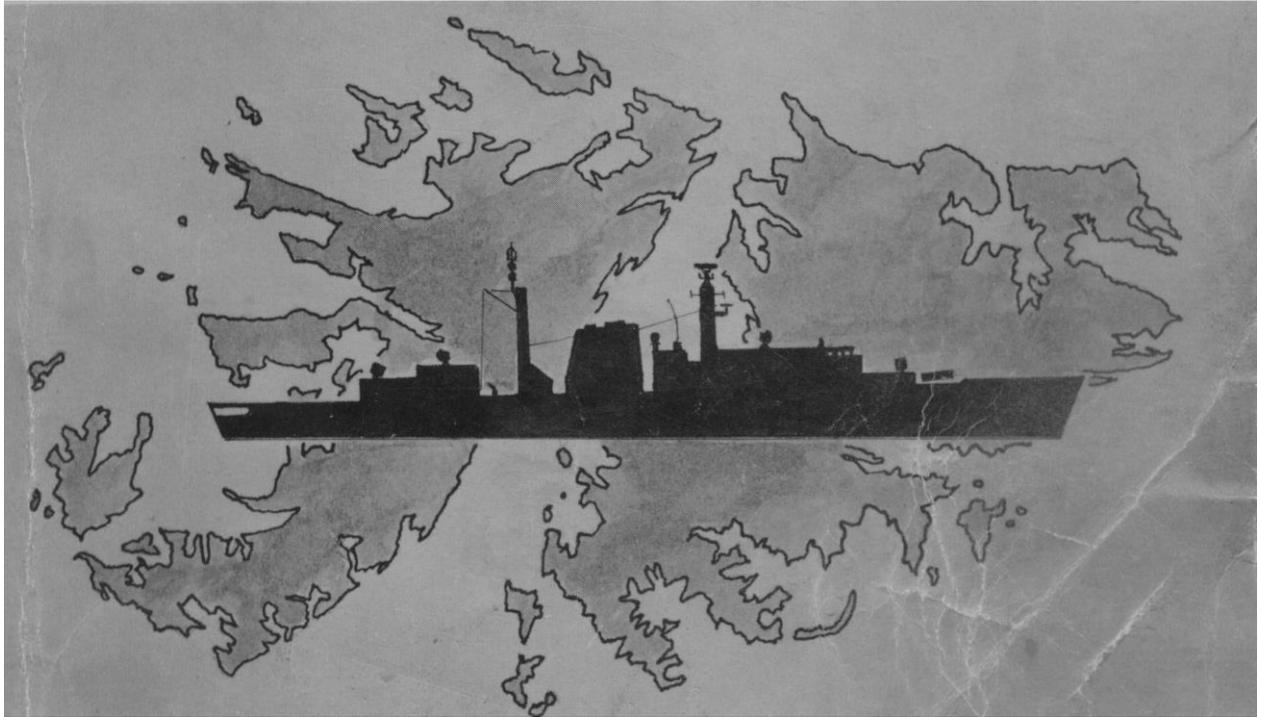


HMS BROADSWORD



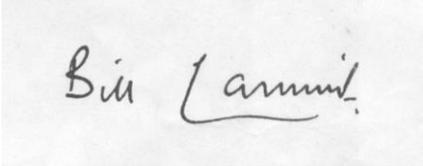
FALKLANDS 82

INTRODUCTION

In the Royal Navy there is one accolade for a ship which is prized by those who serve in her more than any other, that is that she is a happy ship. Throughout my time onboard this has applied to HMS BROADSWORD. Wherever we have been, whoever has visited us, the reaction has been the same; the ship's welcome has been warm and friendly, and there is an obvious team spirit.

It was this spirit that more than any other quality showed itself during Operation Corporate. Each worked for the other and together we worked for the common good of the Task Force. We have every right to be well satisfied and proud of what was achieved and our part in it.

This book is a brief reminder of those days together and is dedicated to those who are responsible for a happy ship; those who serve in her. For me also, it will serve as a most happy reminder of my last months in the Service; I could not have asked for any more fulfilling way of completing 34 years in the Royal Navy. Thank you all, and your families, for your unswerving support.



Bill Lammie



CAPTAIN W R. CANNING ADC R.N

CAPTAIN W R CANNING, ROYAL NAVY

COMMANDING OFFICER HMS BROADSWORD

CAPTAIN SECOND FRIGATE SQUADRON

Captain Bill CANNING was born on 17 November 1930 in Egypt, where his father was serving with the British Army. He joined the Royal Navy in January 1949 and, after early training, served in frigates at home and on the Far East station.

In 1957 he commanded, as a Lieutenant, the minesweeper HMS INGLESHAM and subsequently served in the destroyer HMS CONTEST, the frigate HMS BLACKWOOD, and HMY BRITANNIA.

In 1962 he attended the Army staff course at Camberley and in 1963 his second command was HMS STRIKER, in the Persian Gulf. In 1964 he joined the staff of the Britannia Royal Naval College, Dartmouth, for two years.

Promoted Commander in 1966, he returned to sea in command of the destroyer HMS CAMBRIAN and followed this with two years in the Ministry of Defense between 1969 and 1971.

As second-in-command of the cruiser HMS BLAKE, he was promoted Captain in 1973 and returned to London for two further years in the Ministry of Defense.

Captain CANNING's more recent appointments have included command of HMS NORFOLK and two years on the staff of the Command-in-Chief, Naval Home Command before joining HMS BROADSWORD in October 1981.

Captain CANNING lives in Liphook, Hampshire with his wife. Daphne. They have a 24 year old son who is a Lieutenant in the Royal Marines and a daughter of 21 who is working in London.

Out of uniform. Captain CANNING's interests include sport generally, trout fishing, wildlife and 'DIY' around the home.



SHIPS COMPANY

CAPTAIN W R CANNING

FIRST LT: Lt/Cdr D J M MOWLAM

OFFICERS:

CDR G I TYSON

CDR J M CASTLE

Lt Cdr A D JOHNSON

Lt Cdr G J L EDMUNDS

Lt Cdr N G H BRAY

Lt Cdr J F RODLEY

Lt Cdr R BIRCH

Lt Cdr R MADGE

Lt Cdr S R MEYER

Lt Cdr S J AUTY

Lt Cdr R B JONES

Lt C E THORNTON

Lt R W BELL DAVIS

Lt P L COATALEN

Lt S R L CHELTON

Lt G D PALMER

Lt J A CONNELL

Lt M T CHIRNSIDE

Surg Lt G M F WOODROOF

Sub Lt C M PIKERING

Sub Lt R L MIDDLETON

Mid J S DU-BOIS

MID S 0 HOPPER

Mid C R THRELFALL

Lt J C ACKERMAN

Chaplain J K WATSON

FLEET AND CHIEF PETTY OFFICERS:

FCPO L R BURDEN

FCWEA P M PHILLIPS

CCY A J BARRY

WEA1 A P WILKINSON

MEA(P)1 A C J RUDD

CRS(W) B HOOD

CPOSA A ILBERTON

MEA(L)1 N PATTISON

WEMN1 G A COLLETT

MEA(L)1 C D K JENKIN

CWEM(R) P E HOBBS

WEMN1 P G GREEN

CRS T MOY

CPO(OPS)(M) J KAY

WEMN1 J WHITE

MEMN(M)1 J D POYNER

CPO J J SHINE

MEMN(M)1 R A COLLINS

CWEMN D J BAKER

WEMN1 R J McGREGOR

AEMN(R)1 G JOHNSON

WEMN1 W I SKILLETER

CWEM(O) G G NOTLEY

CPO M A COSTELLO

MAA W A BOWEY

AEMN(L)1 R N WARRINER

WEA1 D J ROOK
CMEMN(L) N W HEIGHWAY
MEA1 B A BENNETT
CPO D P BURCHIL
AEMN1 J MORTIMER
Canteen Manager K G O'KANE

PETTY OFFICERS:

PO(S) I LAURIE
POPT R HUDSON
POWEM(O) J MARFLEET
WEMN2 E G LEWIS
POOEL D M PHELPS
POREL E TOPPING
PO(R) M McMAHON
POMEM D J PICKUP
PO D WHITE
PO J G BRADBURN
POAEM(M)2 B A SIMPSON
MEA2 A C BUTLER
PO(M) R CLAYTON
WEA2 C N CHAMBERLAIN
MEA2 S J GILES
POCK R S DAVEY
PO J KEW
PO J SUMPTON
PO P D HERON
PO(S) LOMAS

LEADING RATES:

LMEM(M) A L POPE
LMEM(M) D WEBB
LMEM(M) G W BARNES
LMEM(M) I D JASPER

MEMN(M)1 G C PALMER
AEA(R)1 M D COCHRANE
CPO J A BELL
AEMN1 G NOYES
AEA(M)1 J H CONWAY

POMEM D OGDEN
POMA J WICKS
SGT W J LESLIE
POSTD B M FIELDGATE
POWTR G W WRIGHT
MEA2 A E JENKINS
MEA2 K S DOBINSON
POMEM M BRENNAND
PO J W MARTIN
POCA H J GOODWIN
AEMN(R)2 A G ROGERS
L/REG R GOSS
PO(R) C CHAPMAN
MEMN2 P W ALBUTT
MEA2 D BONHAM
PO P F TABENER
POCK J V FUDGE
PO T C HOLLOWAY
POSA J C BILLINGER
PO(S) RICHARDSON

LMEM(M) I SOUTHERN
LMEM(L) B J TRUBY
LMEM(L) E J T FIGG
LMEM(M) D J BAKER

LMEM M BOOTH
LRO P M WEIR
L/S(R) D SHIRES
LRO T C NEWELL
L/S J R MUNN
L/S(R) C BRASSINGTON
L/S B J EVANS
L/S(M) J F MCGEOUGH
L/S(M) T P ADAMS
CPL A WIMPENNY
L/CK R D GREY
LCA K J WOODHAMS
L/CK M R NOWELL
L/A MET D N LAW
LWEM P W GALLAGHER
LWEM C J JONHSTONE
L/S(R) RICHARDS
L/S P W COLLINS

ABLE RATES:

MEM(L) M W MAIDMENT
MEM(L) I R STEWART
MEM(M) R J THOMPSON
AEM(R) P M WEST
MEM(M) C M ALLCOCK
MEM(M) S D GAVIN
MEM(M) B KEARNEY
MEM(M) G R HELLIER
MEM(M) A J BARTRAM
MEM(L) A P WILKINSON
MEM(M) S JONES
MEM(L) R GOLSON
AEM(R) C T BILL
RO K MARSAY
RO S TAINTON
RO(T) S A MORTON

LRO J A HEIGHTON
L/S(R) J I DAVIES
L/S(R) M L BOWEN
L/S(R) A N COLLINGS
LRO(G) N W COTTLE
L/S(R) T LEE
L/S(M) C T LYNCH
L/S(M) A J BALL
L/S D A SYLVESTER
L/STD B JOHNSTONE
LSA J OXLEY
L/CK D A SUTTON
L/STD V S FREWER
LWEM M J WILLIAMS
LWEM R J BOND
WEA3 D C GREEN
WEA3 B BEWERS
LWEM S WASON
LAEM(M) R KOSLOR

MEM(M) N BELTON
MEM(M) D GRANT
MEM(L) P NEWTON
MEM(M) T ANDERSON
MEM(L) G A CRONIN
MEM(M) K LYON
MEM(M) G R GAITENS
MEM(L) D R SMITH
MEM K L BULL
MEM(M) P R BROOKS
MEM(M) K ROBINSON
MEM(M) K A MILNE
AEM(M) C M L MACINNES
RO P CHENEY
RO B P HALLIWELL
RO(T) J S YEO

RO(G) M A GREEN
RO(G) P M FOSTER
RO(T) N D ALLEN
AB(R) P FRY
AB(R) D A BURGESS
AB(R) A M H PEEL
AB(R) G JONES
AB(R) S CROSWELL
AB(S) S BULLOCK
AB(S) G L HORBURY
AB(EW) G BILLINGHAM
AB(S) A J DUKES
AB(S) O P PARKER
AB(M) A COPPELL
MNE P K WILSON
AB(M) D PARKER
MNE K SADLER
MNE D C WHITEHOUSE
MNE A M GOULDER
MNE G W MORRIS
CK I J CHIVERTON
SA R LUXFORD
SA S H WILKES
CANTEEN ASSISTANT S EDWARDS
WTR D S CONNOLLY
STD D A BONSALE
WTR S RYAN
AB(M) M E McARTHUR
SA S D LEGGE
WEM(O) M R PALIN
WEA/A A DAVIES
WEA/A J A FOSTER
WEA/A A K ROGERS
WEM(R) B C NEWMAN
WEM(R) S A CADDICK
WEM(R) D J SHAW
WEM(O) S HULL

RO(G) D S HARROW
RO(G) L M PORTER
RO(T) A P BEASLEY
AB(R) A A STONE
RO(G) K TURNER
AB(R) S SMITH
AB(EW) D R COOKE
AB(R) R A ENGLISH
AB(R) D J WHILD
AB(EW) J McKERNAN
AB(S) D T ALLAWAY
AB(S) S BAWLER
MNE C LIMA
AB(M) M J ROCHE
AB(M) N PAGE
AB G A LARCOMBE
MNE D PEARCE
MNE M A ELSTON
AB(M) D R MACKENSIE
CK D M PEARCE
STWD M S MANUELL
CK G G HOLROYD
CK C N CAMERON-CLARKE
CK N ELKS
CK S CROOK
STWD D E BARBER
CA D J POYZER
STWD D A JONES
SA K R DOIDGE
WEM(R) D J GROUT
WEM(R) D WEBSTER
WEM(O) A BENTHAM
WEM(O) A W KNIGHT
AB(M) P H PAUL
WEM(R) S HICKS
WEM(R) T C BALL
WEM(R) I F FORBES

HMS BROADSWORD

GENERAL AND WEAPONS

The BROADSWORD CLASS are designed as general purpose frigates with a primary role to detect, hunt and destroy submarines. To this end there is a sophisticated sonar fit and a wide range of noise reduction measures. The main offensive weapon is a torpedo which may be delivered by helicopter or tube launched from the ship. Other weapons include Exocet (SSGW) and Seawolf (Point Defense Missile System).

AVIATION

A hangar and flight deck are fitted for operation of two Lynx helicopters.

HULL

The hull is of all welded construction using 'B' quality mild steel plate. The mainmast, funnel and minor areas of the superstructure are aluminium alloy.

MACHINERY

COGOG plant is fitted consisting of twin sets of main Olympus gas turbines and cruise Tyne gas turbines driving controllable pitch propellers through non-reversible double reduction gear boxes. Control is exercised from the bridge or the Ship Control Centre.

Electrical power is supplied by four diesel generators each of 1000 KW capacity.

STABILISERS

Two pairs of non-retractable stabilisers are fitted within the length of the Machinery Compartments.

STEERING

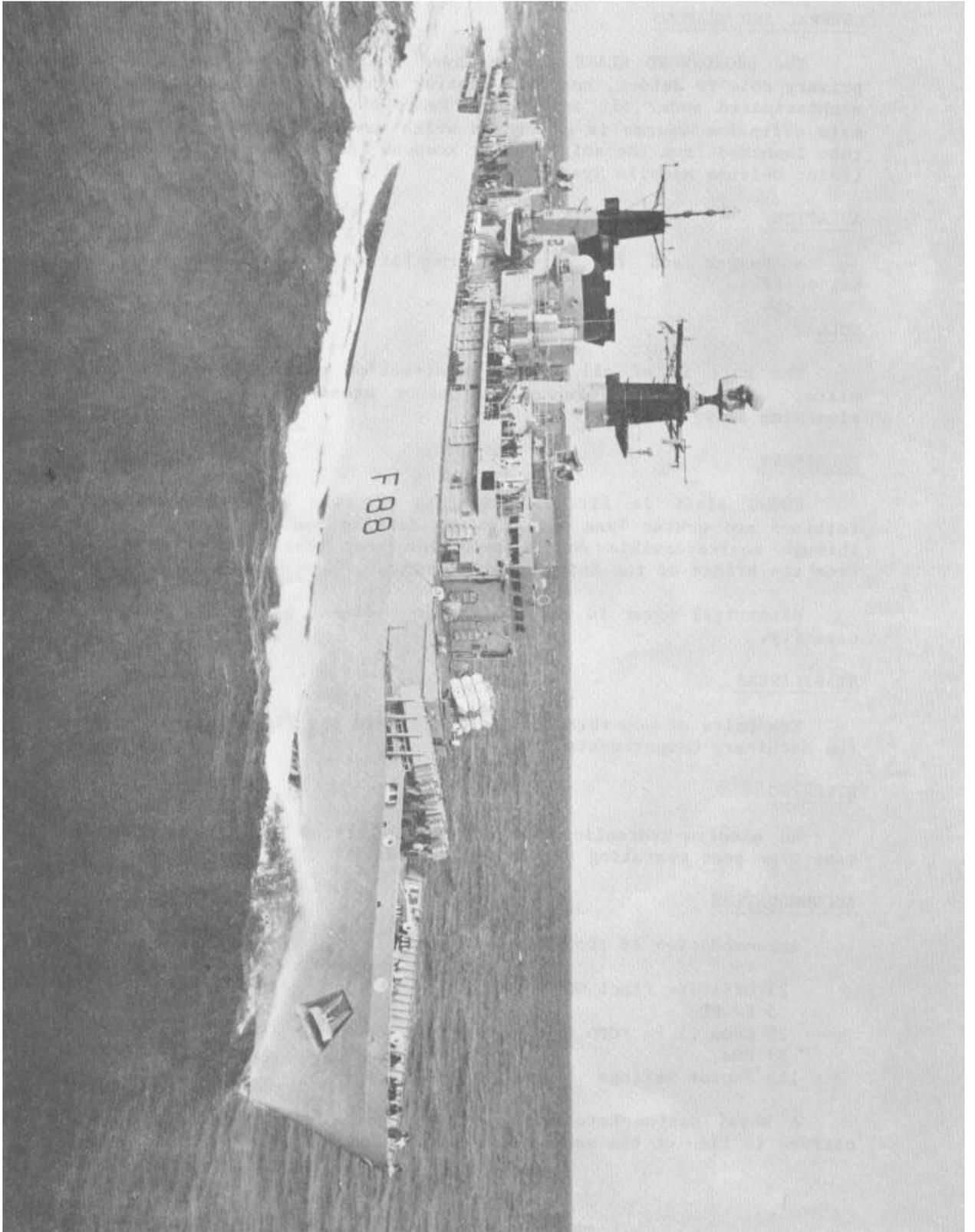
An electro-hydraulic installation is fitted which incorporates rotary vane type gear operating on two spade rudders.

ACCOMMODATION

Accommodation is provided for:

- 25 Officers (inci CO)
- 5 F/CPOs
- 25 CPOs (1 in FCPO Cabin - MAA)
- 39 POs 115 Junior Ratings

A Royal Marine Detachment of 1 Sergeant, 1 Corporal and 8 ORs can be carried in lieu of the same number of RN personnel.



HMS BROADSWORD

BUILDING PARTICULARS

Built by: Yarrow (Shipbuilders) Ltd
Scotstoun Glasgow

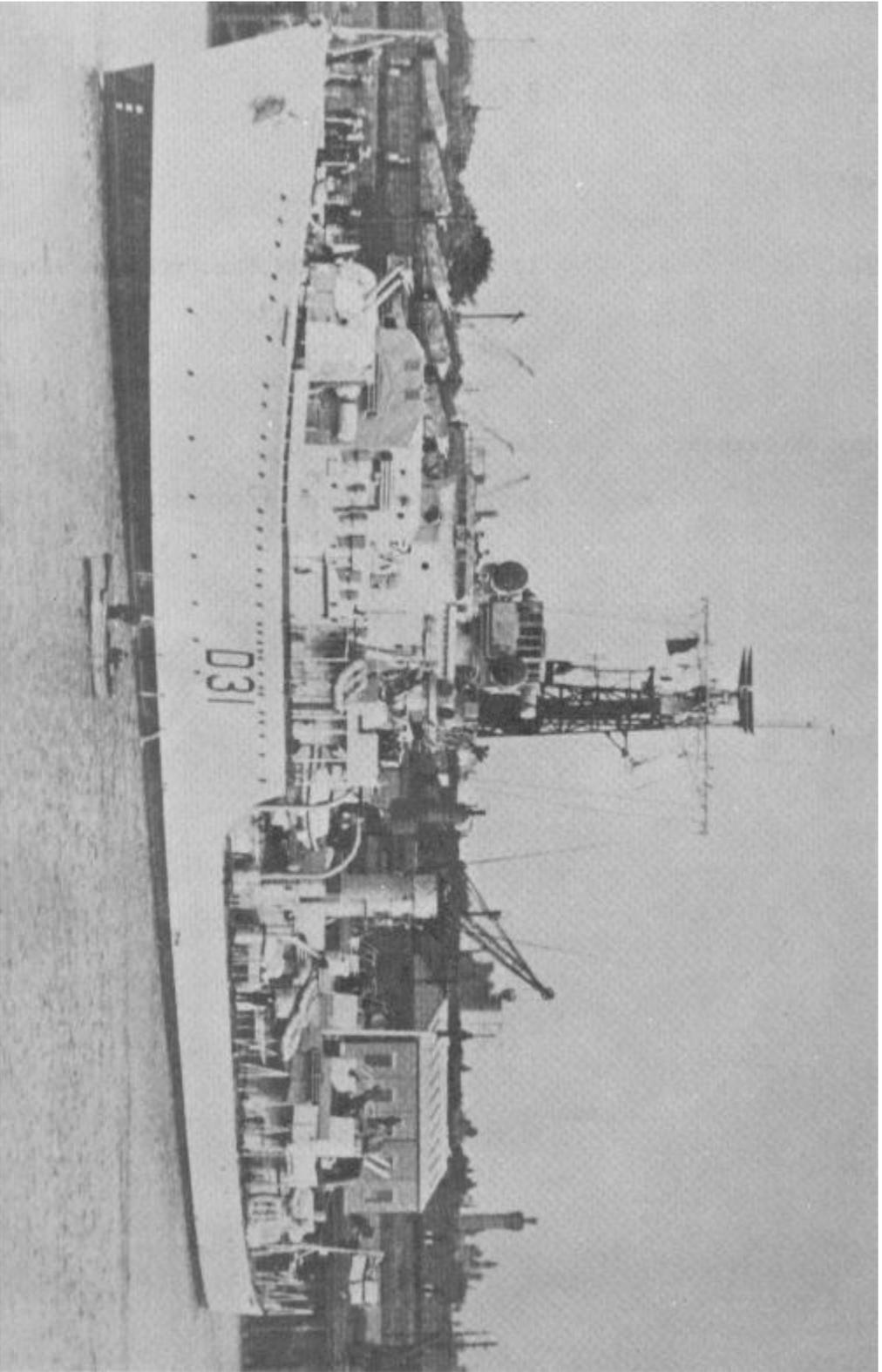
Ordered: 8 February 1974

Laid down: 7 February 1975

Launched: 12 May 1976 by HRH The Princess
Alexandra

Accepted: 21 February 1979

Dimensions at launch: Length overall 130.80 metres
Length - between perpendiculars 124.90 metres
Breadth overall 14.72 metres



THE FIRST HMS BROADSWORD

SUMMARY OF SERVICE 1944 - 68

HMS BROADSWORD was a destroyer of the "Weapons (Battleaxe)" Class ordered under the 1943 Programme. Built and engined by Yarrow & Co Ltd, Scotstoun, Glasgow, she was laid down on 20 July 1944, launched on 5 February 1946 and completed on 4 October 1948. Of 1,980 tons standard displacement, the BROADSWORD was 365'0" in length, with a breadth of 38'0" and draught (aft) of 17 * 1" • Designed top speed was 34 knots with an endurance of 6,500 miles at 15 knots, 4,500 miles at 20 knots and 1,650 miles at full speed. Armament when built was 4 x 4" guns in twin mountings, 4 x 40mm Bofors in STAAG mountings and 2 x 40mm Bofors in single mountings. The BROADSWORD was fitted with 2 x 21" pentad revolving torpedo tubes for which she carried an outfit of 10 torpedoes. For anti-submarine warfare, she was fitted with 1 Squid mounting, for which she was out fitted with 120 missiles, and 1 rail with an outfit of 15 depth charges. In 1953 2 x 4" guns were removed together with the depth charge equipment. In place of the single Squid fitted, she was fitted with a double Squid (Port and Starboard). In 1958 the torpedo equipment was removed.

Upon completion HMS BROADSWORD was allocated to the 6th December Flotilla. She first went to Portsmouth and in November to Chatham where she was taken in hand on 29 November for completion of modifications, the work being completed on 31 December, she then left for Portland and thence to Campbeltown. In June 1949 she was attached temporarily to the 3rd Destroyer Flotilla for gunnery trials off Malta, returning to the UK in early September to rejoin the 6th Flotilla.

On 29 May 1950, after the Home Fleet Spring cruise, the BROADSWORD left the UK for Norfolk, Virginia, to be attached to the US Operational Development Force, mainly for gunnery trials. She left the USA on 21 August to arrive back at Sheerness on 1 September. After a short docking the BROADSWORD took part in the Home Fleet Autumn cruise. In 1951 and 1952 she took part in Home Fleet cruises and exercises.

In April 1953 HMS BROADSWORD was reduced to the Reserve at Chatham. In August 1953 she was placed in a state of preservation and dehumidification. Then in August 1955 the BROADSWORD was removed from the Special Reserve. In November 1956 the BROADSWORD was towed to Rosyth for refit, not completed until October 1958. On completion she was allocated to the 7th Destroyer Squadron and, after work-up and trials, took part in the Home Fleet Autumn cruise.

During the early part of 1959 the BROADSWORD was in the Mediterranean taking part in cruises and exercises. In April she returned to Portsmouth and thence to Chatham. The BROADSWORD was on the Iceland Patrol from 19 May to 3 June and again from 24 July to 12 August. She then went to Chatham for repairs which were not completed until the end of October.

After a short period on exercises early in 1960 HMS BROADSWORD was transferred in March 1960 to the Mediterranean Fleet where she took part in many exercises and visits. On 29 July 1960 she gave assistance to the ss HARTISMERE after an explosion aboard the latter ship off Malta. In August the BROADSWORD was taken in hand at Gibraltar for a refit, the work not being completed until mid-November. On 25 March 1961 the BROADSWORD arrived back at Chatham having taking part in an exercise on her way home. During her year in the Mediterranean she had steamed 36,000 miles while engaged on NATO and National exercises.

The BROADSWORD had a further spell on the Iceland Patrol from 6 September to 25 September 1961. She then took part in a number of visits and exercises. In April 1962 she returned to the Mediterranean Station, where again she took part in many exercises and visits. On 6 December 1962 the BROADSWORD left Gibraltar for Portsmouth, arriving on 10 December to enter the Reserve Fleet.

On 24 January 1964 the BROADSWORD was placed on the Disposal List. In April 1968 she was towed to Rosyth where she was used for a time in connection with torpedo trials. On 18 July 1968 she was sold to T W Ward Ltd for breaking-up at Inverkeithing.

OPERATION CORPORATE

Was the Codeword given to the Fight for the Falkland's This is an account of the war seen from HMS BROADSWORD.

FOREWORD

By R01 GREEN

All through training we are taught the importance of team spirit. Our involvement in the Falkland's crisis has amply demonstrated the need for such a spirit.

A modern warship is allocated a team; every member of that team is vital to utilise the ship's full capability, both at war and at peace. Each man must know his job, his responsibilities, his place in the scheme of things while at the same time staying adaptable to changing situations, changing needs. Each man must have confidence in his team mates knowing that they are there to support him as much as he is there to support them.

Our periods spent in Bomb Alley (San Carlos Water) our involvement in the rescue of HMS COVENTRY's crew and our "Goal Keeping" on HMS HERMES has shown this teamwork in action. On occasions while some members of the crew ensured that the landing forces were given optimum protection, others were engaged in our own defence. Another day, while crew members helped with the picking up, treating and comforting of the COVENTRY boys, others were busily employed tackling our own damage. In both instances, as was evident throughout the operation, every team member got on with his allocated job, knowing that whatever else needed doing was being done. This is the kind of confidence, of reassurance, you get from serving with a crack team, a top team. the BROADSWORD team.

THE GATHERING STORM

Gibraltar, Naples, Alexandria, Djibouti, India, Singapore, Kelang, Colombo, Abu Dhabi and Eilat. The deployment of a lifetime. As the ship slipped gracefully out of Devonport visits to these far off, exotic places were in everyone's thoughts. Lots of sun, beaches and plenty of sights to see. There was a certain amount of work to be done before the start of the deployment and this took the form of Exercise Springtrain. Most the Navy's major warships took part in this exercise off to the west of Portugal during late March. All the ships spent an enjoyable weekend in Gibraltar taking part in a sports olympiad as well as sampling the delights of various hostelrys. The weekend over and the ships sailed to complete the exercise. This is where the change began. News started to filter through of unrest in the South Atlantic between Britain and Argentina over the Falkland Islands. At first very little interest was shown in the matter but when the islands were invaded things began to change. Ships were asked to report their material state of readiness to Commander-in-Chief Fleet, and within hours some of the Fleet were heading south. What was to be BROADSWORD'S fate; "We'll be O.K. we' re off to Singers" came the reply. It certainly looked that way. While many of the ships were being sent south, BROADSWORD turned east, headed for Gibraltar, and after a very pleasant weekend, continued east. Naples was looking good. How wrong we were, for after 12 hours of heading east we were "about turned" and told to return to Gibraltar to take on stores and ammunition. Goodbye nice sunny deployment, hello cold South Atlantic.

Three hectic days were spent in Gibraltar storing ship, and when I say storing ship I mean storing ship. Hardly a corner was left unfilled - potatoes, missiles, stores of every kind were stowed away and when all the preparations were complete we set sail for the unknown of the Falkland Islands.

Thoughts onboard were very mixed at the time of sailing. "I can't believe this". "Surely the diplomats can sort this out". "We'll be turned round at Ascension." "The Argentines must back down". How wrong we all were.

Back in the UK the mighty HERMES and INVINCIBLE were made ready, and complete with their squadrons of Harriers and helicopters they set sail to take command of the Task Force. Ships of the Merchant Navy were requisitioned and quickly turned into troop carriers, stores ships and hospital ships to supplement the large numbers of Royal Fleet Auxiliaries already on their way south. Tankers belonging to oil companies were also taken up to help provide the vast amount of fuel required to keep ships at sea and aircraft in the air.

While the ships left the UK amidst great cheers and patriotism, the hunter-killer submarines of the Silent Service were already forming the advance party of the strike force. Cruising silently beneath the waves they were already in the South Atlantic long before we were halfway to Ascension.

After sailing from Gibraltar we rendezvoused two days later with FEARLESS and four Landing Ships. It was only a brief meeting and after exchanging some radio equipment we hurried ahead to catch up with the carrier group. Once we had caught up, INVINCIBLE who had shaft problems was left behind and we pressed on with HERMES and the other escorts.

ASCENSION ISLAND

We arrived at Ascension Island on 1.6 April. Although a barren, volcanic island there were one or two inviting sandy beaches. Unfortunately life was too hectic to enjoy any banyans. Stores and missiles were "vertrepped" throughout the first day and the ship's company set to and painted out all our black and white bits in an attempt to camouflage us. After the work there was a chance to relax and we held a horse racing evening on the flight deck. Thought was given to hands to bathe but it was decided against when Leading Seaman "Taff" Evans caught a shark while fishing from the quarter deck.

About this time a Maritime Exclusion Zone was announced by the British government extending 200 miles around the Falklands. The only sensible way of enforcing this was by submarine so one must assume that our advance party was already in station around the Falklands.

At Ascension a large force assembled. HERMES, INVINCIBLE, FEARLESS, GLAMORGAN, ALACRITY, YARMOUTH, one LSL, BROADSWORD and two RFAs, OLMEDA and RESOURCE. On Sunday 18 April all but FEARLESS and the one LSL sailed. People onboard began to get the feeling that may be we were going to war, and those who had any doubts rapidly revised their views as OLMEDA sighted a periscope and the Fleet were called to Action Stations. ALACRITY and BROADSWORD gained sonar contact and a submarine radar was detected. Two hours of chasing took place until it was decided that what ever it was, wasn't Argentinian, and then we continued on our way. The call to Action Stations had been necessary because the Argentinian Guppy class submarine could have sufficient range to reach Ascension and a successful pre-emptive strike on a carrier could have dealt a serious blow to the Task Force. Undeterred we pressed on south, uncertain of our future but ever hopeful of a diplomatic solution.

THE PASSAGE SOUTH

As we continued south the warm weather of the Tropics quickly disappeared and the cool South Atlantic breezes began to pick at our faces. Most of the ships ordered their men to shave off, but fearful of the Buffer's wrath the First Lieutenant decided against this rule in BROADSWORD, and promptly a beard growing competition took place. Lieutenant Paul Coatalen produced something akin to a Worzel Gummidge special. Lieutenant Commander Roy Birch a D'artagnan masterpeice and words fail me in a description of Chief Petty Officer Dave Rook's! This proved to be one of the First Lieutenants better decisions because it soon became clear that to shave and then go on deck in the cold produced many chapped faces. Anyway the Argentinians had no chemical, biological or nuclear weapons so tight sealing Anti Gas Respirators were not going to be essential although they did prove useful in some ships enabling men to see in smoke filled compartments.

As we continued south, BRILLIANT who had been leading an advance force of three type 42s plus HMS ARROW, was sent to join ANTRIM, PLYMOUTH, ENDURANCE and RFA TIDESPRING. Their task was to retake South Georgia. The type 42s and ARROW joined our group on 24 April and for the first time we looked like a well balanced force with Anti Air-warfare defence.

On 25 April we held a church service onboard and just before the start of the service we received a signal informing us that the attack on South Georgia had commenced. HMS ANTRIM's Wessex was carrying out a surface search along the coast when the crew spotted the Argentine Guppy class submarine, SANTA FE, on the surface. The helicopter attacked with Mark 11 depth charges which caused sufficient damage to prevent the submarine from diving. BRILLIANT's Lynx attacked with a torpedo and finally when the submarine was alongside the jetty at Grytviken, ENDURANCE's wasp attacked with AS 12 missiles. With the submarine crippled and listing the way was clear for the ships to shell the Argentine positions ashore. The enemy positions had been reconnoitred earlier by the SAS, so knowing the enemy's whereabouts, the order to attack was given and a helo assault by men of the SAS and Royal Marines took place. Against odds of three to one, the troops overran the Argentinians and they surrendered without any losses. 130 prisoners were taken, later to be returned to Argentina via Ascension and after an abortive attempt to refloat the SANTA FE, BRILLIANT and PLYMOUTH rejoined the main group.

On 29 April we held a Service of Dedication Before Action and on 1 May we entered what was now called the TEZ (Total Exclusion Zone). This was merely an extension of the Maritime Exclusion Zone to include aircraft. It was now become apparent that the negotiations were not going to resolve the dispute so it was decided to put military pressure on the Argentines.

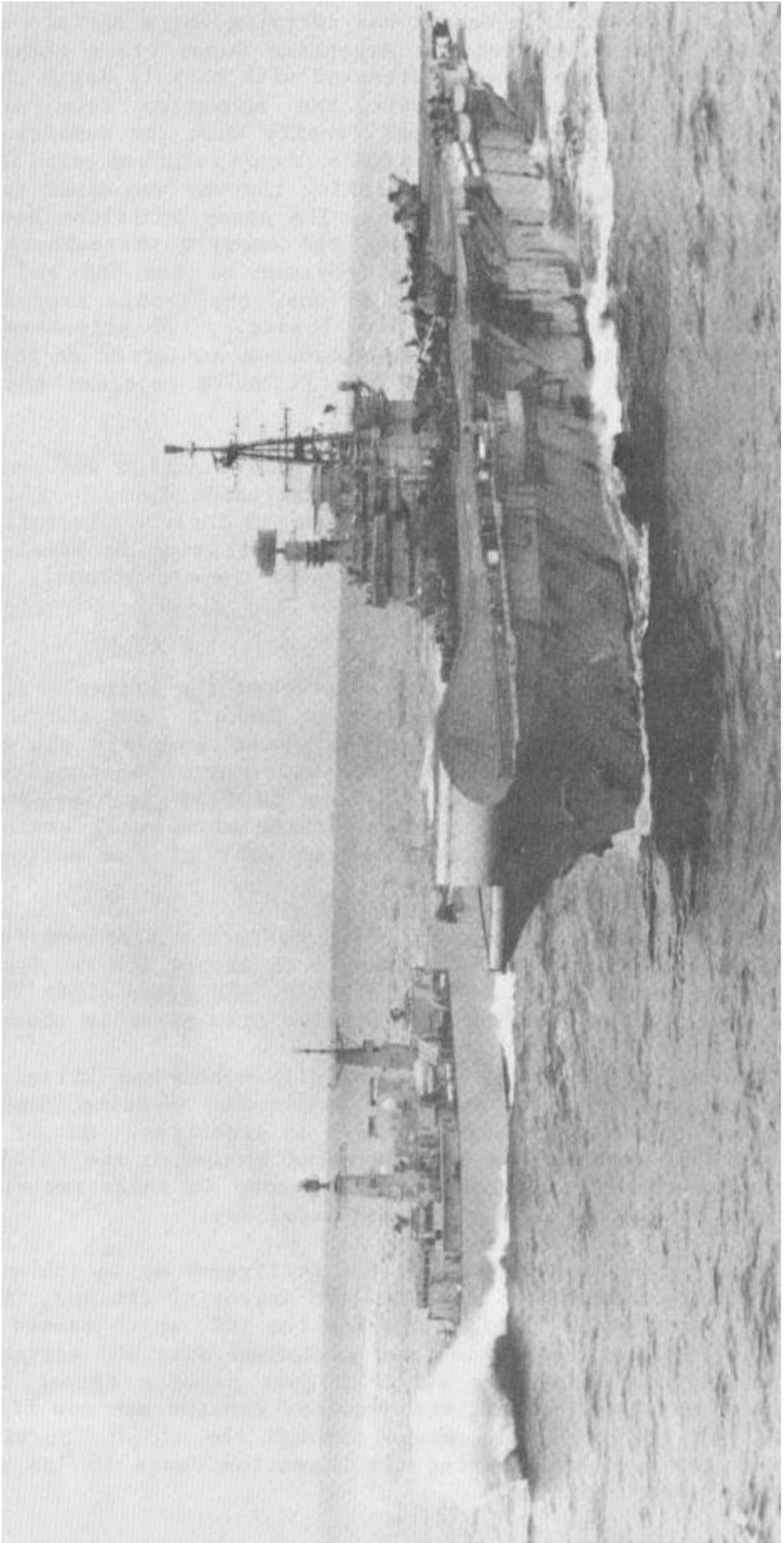
THE FALKLANDS

At 0600 on 1st May a lone Vulcan bomber attacked the airfield at Port Stanley having been re-fueled in flight by Victor tankers from its base in Ascension - the round trip covering 6000 miles. One bomb hit the runway putting a large crater across it. At 1000 the ship went to Action Stations as HERMES launched 11 Harriers on bombing runs on Port Stanley and the air trip at Goose Green. This strike produced three more small craters on the runway at Port Stanley as well as damaging many of the surrounding airfield buildings.

Throughout the day there were several calls to Action Stations for air raids but no enemy aircraft came near the main force except for two Canberra bombers looking for the carriers. However GLAMORGAN, ARROW and ALACRITY were bombed and strafed as they were bombing Port Stanley from close in shore.

These ships suffered minor damage but thankfully nobody was killed. The Harriers intercepted some of the attacking aircraft shooting down two Mirages, two Canberras and chasing many more back to Argentina. One of these fleeing aircraft was shot down by its own Argentine troops on the Falklands. The bombardment continued overnight and then the group in shore returned to the main force at the completion of a very successful day.

Initially Sunday 2nd May was very quiet but it livened up in the evening with the news that HMS CONQUEROR had torpedoed the Argentine cruiser, GENERAL BELGRANO. The action took place 35 miles outside the TEZ, which caused a few ruffles around the world, but the action was explained when MOD stated that the cruiser had been sunk because its six inch guns posed a threat to the Task Force. Waves of euphoria, tinged with sadness for the men now fighting for their survival in the icy seas, swept through the ship. Surely the actions of the past two days would bring the Argentine Junta to its senses and show them that we meant business?



Monday 3 May again saw a first for the Task Force. A Sea King on a surface search mission was fired on from two small surface vessels to the north east of Port Stanley. HMS COVENTRY's and HMS GLASGOW's Lynx aircraft attacked the vessels with the newly acquired, but as yet unproven, Sea Skua air to surface missiles. One patrol boat sank and the other was severely damaged.

During all the action BROADSWORD had been performing her customary role as goalkeeper for HERMES. This involved the ship manoeuvring upthreat, very close to the carrier to enable Sea Wolf to protect both ships from attack by missiles or aircraft. Our part in the conflict seemed to be along way from the action but the happenings of Tuesday 4 May brought the horrors of war that little bit closer. We had secured from our regular, dawn action stations and eaten lunch when suddenly we were called to action stations. There seemed to be a lot of confusion. At first it was announced that SHEFFIELD had suffered an internal explosion; it was then thought that she has been torpedoed; but it finally became clear that she had been struck by an Exocet missile fired from a Super Etendard fighter/bomber. It was unbelievable. "How could the aircraft have got close enough to deliver the missile". "Had any more Exocets been fired"? The answers are now history and weren't then of any concern. What did matter was whether we could save the crew and the ship.

The missile had ripped a hole in the ship's side and had started numerous fires. Her main problem was in containing the fires and when it was discovered that her fire main had been breached and all power lost, all the ships sent over portable fire pumps. It was to no avail - the flames got worse and after a four hour battle the ship was abandoned. HMS ARROW took off most of the survivors and the injured were rushed to HERMES for treatment. A sobering day for all. Argentina was beginning to even the score. To hammer the point home a Harrier was shot down over Goose Green and the pilot was killed.

During the following day the weather clamped and the ships remained in the eastern corner of the TEZ to think through the previous day's attack. Slowly the initiative was being lost but morale still remained high and people felt happier in the evening when it was announced that the SAS would be using their High Altitude/Low Opening technique to drop in over the Islands. Very little happened in the fog of the next few days except that unfortunately two Harriers collided in mid-air and both pilots were lost.

ENFORCING THE BLOCKADE - ACTION AT LAST

The action began to liven up on Saturday 8 May when the SAS and SBS were inserted and BRILLIANT sailed through Falkland Sound in search of shipping. Unfortunately she found nothing but her safe passage raised hopes that there was very little shipping to contend with around the island. ALACRITY carried out a bombardment of Port Stanley and YARMOUTH attempted to tow SHEFFIELD out of the TEZ. Unfortunately this was attempted in rough weather and despite a valiant effort by YARMOUTH, SHEFFIELD took in too much water and finally sank.

SOUTH ATLANTIC OCEAN

ARGENTINA

COMODORO
RIVADAVIA

GALLEGOS

RIO GRANDE

TERRA
DEL
FUERO

USHUAIA

"PRACTICAL"
ARGENTINE AIRCRAFT
RANGE

200 miles

HMS
COVENTRY

15 MAY
(LAND ON PEBBLE ISLANDS)

20/21 MAY
(INVASION)

PORT STANLEY

9 (11 MAY)
(MISSILE TRAP)

10 MAY
(SPECIAL OPS)

HMS
NARVAL

BEAUCHENE IS.

SHEFFIELD
HIT

ATLANTIC
CONVEYOR

CARRIER
OPERATING
AREA

TOW

GENERAL
BELGRANO

45°

50°

55°

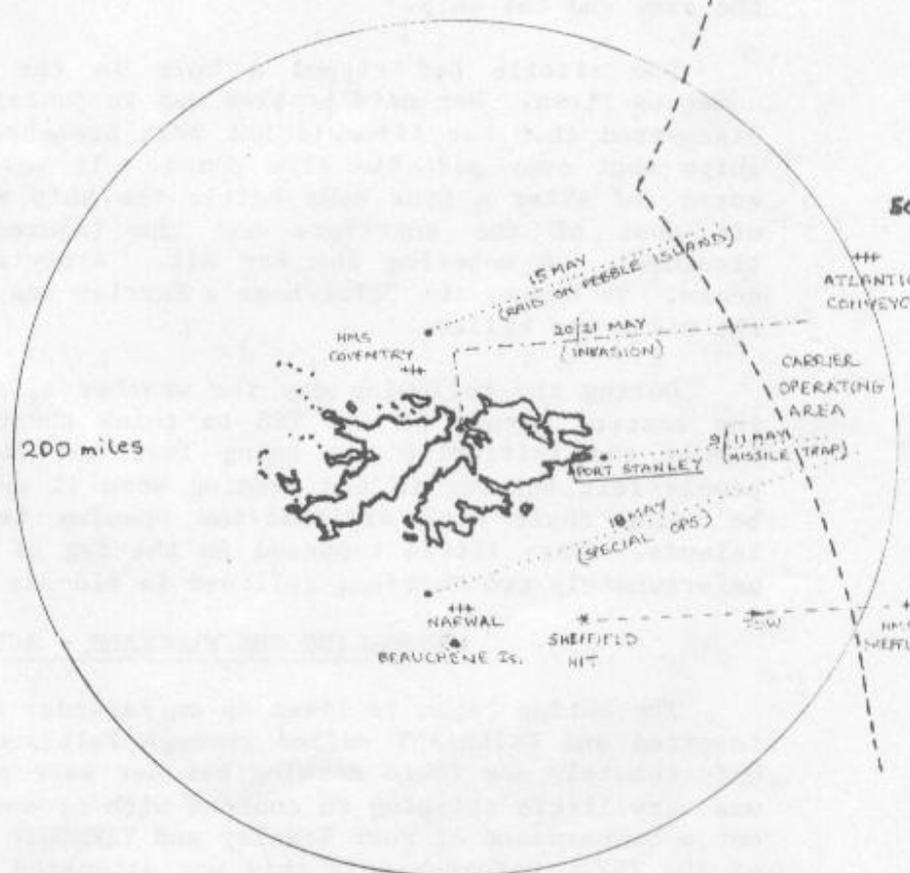
KEY

- ++ = WRECKS
- 📍 = ARGENTINE AIR BASE

65°

60°

55°



BROADSWORD had been goalkeeping on HERMES for so long that it came as a complete surprise when we were sent up front. On 9 May we sailed with COVENTRY to a position 12 miles from Port Stanley to attempt to enforce the air blockade. The idea was to use COVENTRY's Sea Dart to shoot down aircraft before they got close enough to attack us and if this failed than our Sea Wolf would be used as point defence for both ships. This was to be our first taste of real action and many onboard were very apprehensive. "What would happen" "Would we survive". All these questions were asked but nobody knew the answers. However we were soon to find out.

COVENTRY was also tasked to bombard the shore using her Mark 8 gun. This did not last long for her gun jammed so we sat and waited for any aircraft. All was quiet for a long time as if the enemy did not know that we were there. An air raid then began to build up to the west and pulses quickened. The raid began to close and it was assessed as an Argentine Hercules with an escort of fighters. It kept on heading for Port Stanley and everyone got very excited, wondering if we were going to get a successful hit. Our quiet thoughts were shattered as three Sea Darts leapt off COVENTRY's launcher and disappeared towards the heavens. Everyone waited with bated breath for news of the attack. Surely we must have hit something. The report was eagerly awaited and when it came the ship's company were stunned. All three missiles were assessed as misses. We could hardly believe it. Thousands of pounds worth of modern missile had just been wasted. However the sight of a Sea Dart whistling over the pilot's left shoulder gave the incoming aircraft something to think about and after a seconds thought they turned for home. It is very difficult with the Sea Dart system to confirm whether a hit has been achieved unless the target is seen to fall from the sky. They day was overcast and the target 40 miles away so we saw nothing. Argentina later reported losing two Skyhawks that day so maybe COVENTRY did hit something. We will never know. The lack of success spread a cloud a gloom throughout the ship and we would have been really fed up if we had not received news of a successful attack on the spy trawler NARWHAL. This ship had been warned to leave the TEZ earlier in the week but had obviously decided to ignore the warning. Two Harriers on a routine patrol found her and put one bomb clean through the hull and strafed the bridge. The crew were rescued and flown by Sea King to HERMES. Inspired by this small success we sat and waited for more air activity. We waited and waited and nothing came until we were about to set off to rejoin the carrier group. Our radar picked up a slow moving contact over the coast and quite incredibly this contact moved out over the sea. We quickly passed the target information to COVENTRY who loosed off a Sea Dart and this time a Puma helicopter fell from the sky in a ball of flame. Some felt that this was something of a hollow victory but when it was pointed out that it was probably carrying troops who would not think twice about killing our troops when they arrived ashore, they revised their attitude.

Feeling happier we returned to the carrier group to be replaced by BRILLIANT and GLASGOW on the day after. They saw no action and returned to the carrier group on the 10th to be relieved by COVENTRY and BROADSWORD on the following day. Unfortunately the action had to be aborted when COVENTRY's malfunctioned and our Sea Wolf system became unserviceable, so we returned east. Overnight ALACRITY and ARROW passed through the Sound and ALACRITY had a spectacular success. She came upon a darkened vessel lurking in a cove and opened fire with her gun. There was a huge explosion and the vessel disappeared. For one shell to destroy a ship in such a fashion could only mean that it was a fuel ship carrying supplies to troops ashore.

SEA WOLF BITES AT LAST

Fuelled by this success (excuse the pun) BRILLIANT and GLASGOW attempted the air blockade of Port Stanley on the 12th. Again nothing happened until late in the afternoon when both ships were attacked by Skyhawks. Four aircraft attacked from low overland and GLASGOW's Sea Dart was unable to engage them. However BRILLIANT attacked with Sea Wolf in the TV mode. The first two aircraft were hit by the missiles and the third in his efforts to manouvre clear of the other aircraft flew into the sea. Loud cheers echoed around BROADSWORD when news of the success was received. Sea Wolf had done exactly what the makers had specified. When would be our chance to have a go? The euphoria didn't last long for further news quickly followed and this time it wasn't good news. A further wave of Skyhawks had attacked the ships and at the crucial moment BRILLIANT's system reset and was unable to fire. Both ships were bombed and strafed, one bomb leapt through GLASGOW's engine room and out the other side fortunately without exploding. GLASGOW limped for home BRILLIANT as escort and I suppose you could say that honours were even that day. There were no casualties in GLASGOW but her time in the TEZ was to be short lived and after a quick patch up by the Fleet Maintenance Team in STENA SEASPREAD she returned to the UK.

Fog again struck over the next few days and there was little action. Unfortunately a Sea King ditched killing 21 members of the SAS - some of them heroes at the retaking of South Georgia. Their loss stunned the Task Force. When the fog lifted the Harriers resumed the bombing of Port Stanley airfield and on 15 May HERMES, BROADSWORD and GLAMORGAN detached to do something special. What happened is now a piece of military history. The "Raid on Pebble Island". Men of the SAS bouncing back from the shock of losing their friends and colleagues in the Sea King attacked Pebble Island, under the supporting fire of HMS GLAMORGAN, destroying 11 aircraft. It was a brave feat which they carried out without loss of life on their part and early the following morning they returned to HERMES, and the three ships slipped away east.

After the trouble with water ingress in the forward Sea Wolf tracker it was decided to carry out test firings against 4.5" shells. This was carried on the 16th and we shot down 2 shells which were fired from YARMOUTH. On the same day. Sea Harriers strafed two Argentine supply ships in a bay in West Falkland so things began to go our way. However again we suffered a setback. A Sea King got into difficulty a long way from the ships and managed to make it to the Chilean coast but unfortunately crash-landed. The crew managed to survive and were eventually found by the Chileans much to our embarrassment. However the Chileans recognised that the aircraft was in distress and after a brief stay in Chile the crew were returned safely to Britain. Thinking that no more Sea Kings could fall in the sea proved to be an error when a fifth speared in, this time the crew were rescued.

At about this time everyone began to wonder when the landing would be - if indeed there was to be a landing. Talks were still going on at the UN and there was always a glimmer of hope. The 19th saw the arrival of the assault ships, FEARLESS and INTREPID, the LSLs, CANBERRA and all the other troop and equipment carriers of the Merchant Navy. GLAMORGAN continued to bombard the islands and the Harriers bombed two Sisters mount.

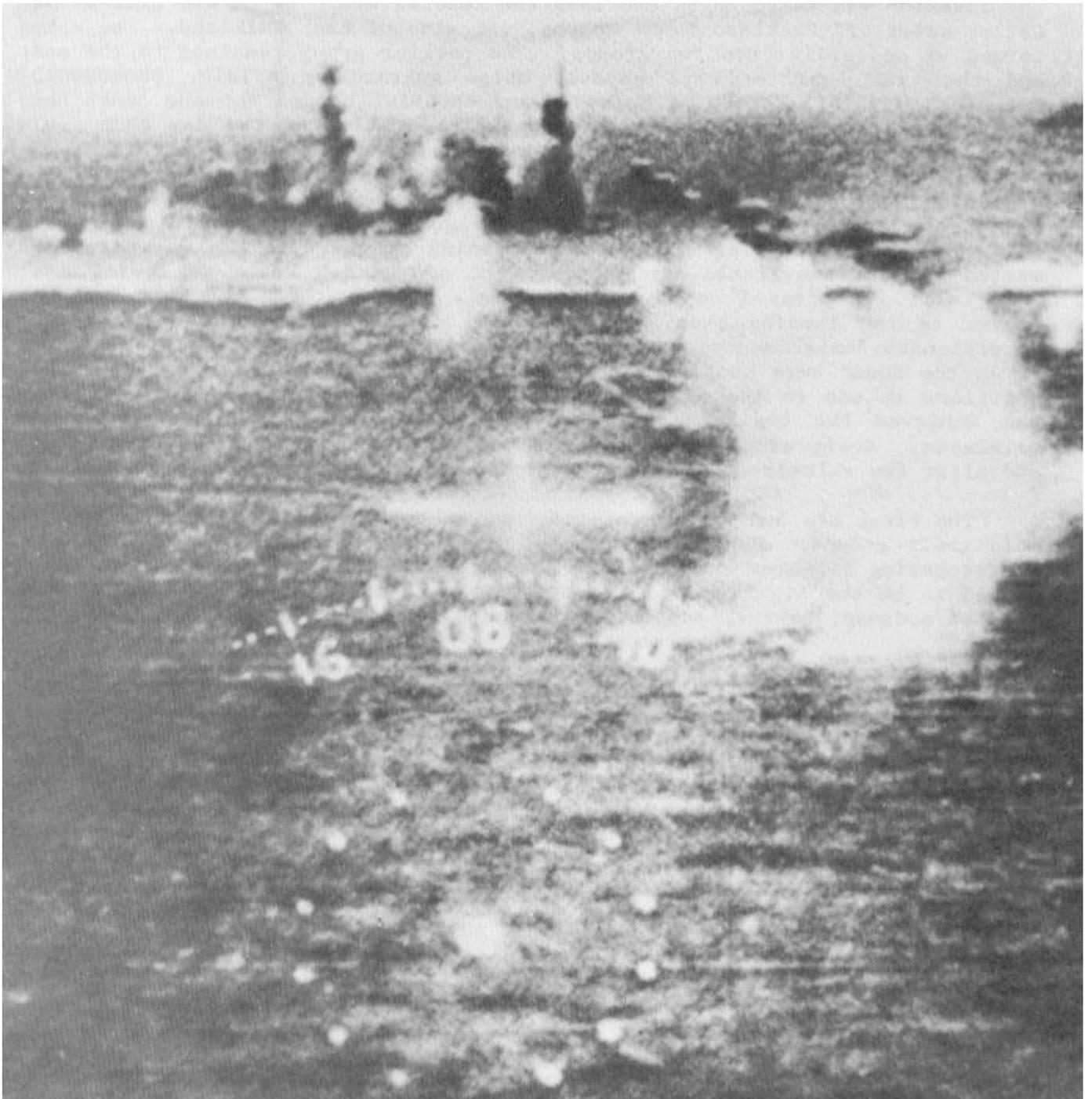
INVASION - THE 21ST MAY

The following day saw the talks finally breakdown and we were told that the invasion was to go ahead and that the landing would be on the 21st at San Carlos water off Falkland Sound on the west side of East Falkland. The ships formed up and split into two groups. The carrier group remained to the east and the troop carriers and assault ships guarded by ANTRIM, BROADSWORD, BRILLIANT, ARDENT, YARMOUTH, PLYMOUTH and ARGONAUT headed for the beach-head with 4000 troops and all their vital supplies. This was the day that would win or lose the battle. We had to get all the troops ashore. One hit on the CANBERRA and all would be lost. Surely this was the moment for which the Argentines had been saving their remaining air launched Exocet? The weather was on our side - misty with lots of low cloud to hide our position. As we set off from the carrier group on the evening of the 20th May we waited and waited for the inevitable air attacks, but none came. Maybe we could do it after all! We pressed on towards our goal. During the night creeping ever closer to the landing area, GLAMORGAN and the Harriers were carrying out diversionary bombardments of other possible landing sites and when at last as we in the Sound were putting men ashore, the SAS and SBS attacked strategic positions to add to the Argentines confusion. As dawn broke on the 21st we had achieved the beginning of the end for the enemy occupation of the Falklands. Every single soldier of the original 4000 was put ashore safely and after few skirmishes with some Argentinians a beach-head was established.

The first aim had been completed, men ashore with sufficient supplies to hold their ground. However it now had to be defended and this task fell to the escorting frigates and destroyers. What happened over the next five days proved to be the highlight of the war from a naval point of view. They were days of sadness, horror, jubilation, thankfulness, pain and joy.

BOMB ALLEY - DAY ONE

During the latter part of the assault, BROADSWORD's job had been to escort the LSLs, SIR TRISTRAM etc and protect them from the two S209 submarines of the Argentine navy. Once the landing ships had entered San Carlos Water, BROADSWORD returned to Falkland Sound to sweep the area just in case the submarines were lurking there ready to attack the landing ships at anchor. We found nothing, so as dawn was breaking BROADSWORD took up her air defence station in the South with BRILLIANT, PLYMOUTH, YARMOUTH, ARGONAUT, ARDENT, ANTRIM and the undefended FORT AUSTIN. At 1020 the ship went to Action Stations and the Lynx was launched to carry out a surface search of nearby coves to establish whether there were any lurking patrol craft which might attempt an attack. The crew found nothing and returned safely after one hour flying. Sea Harriers were more lucky and two of them found some Argentine helicopters towards the southern end of the Sound. They attacked with cannon and shot down one Chinook and one Puma. Back on BROADSWORD everyone was looking at the sky awaiting the inevitable air raid. The day was crystal clear with bright sunshine - a total contrast to the previous day. The weather had certainly favoured us on the 20th but it changed sides and favoured the Argentines on the 21st. Initially it was peaceful not



BROADSSWORD BEING STRAFFED 22 MAY 82

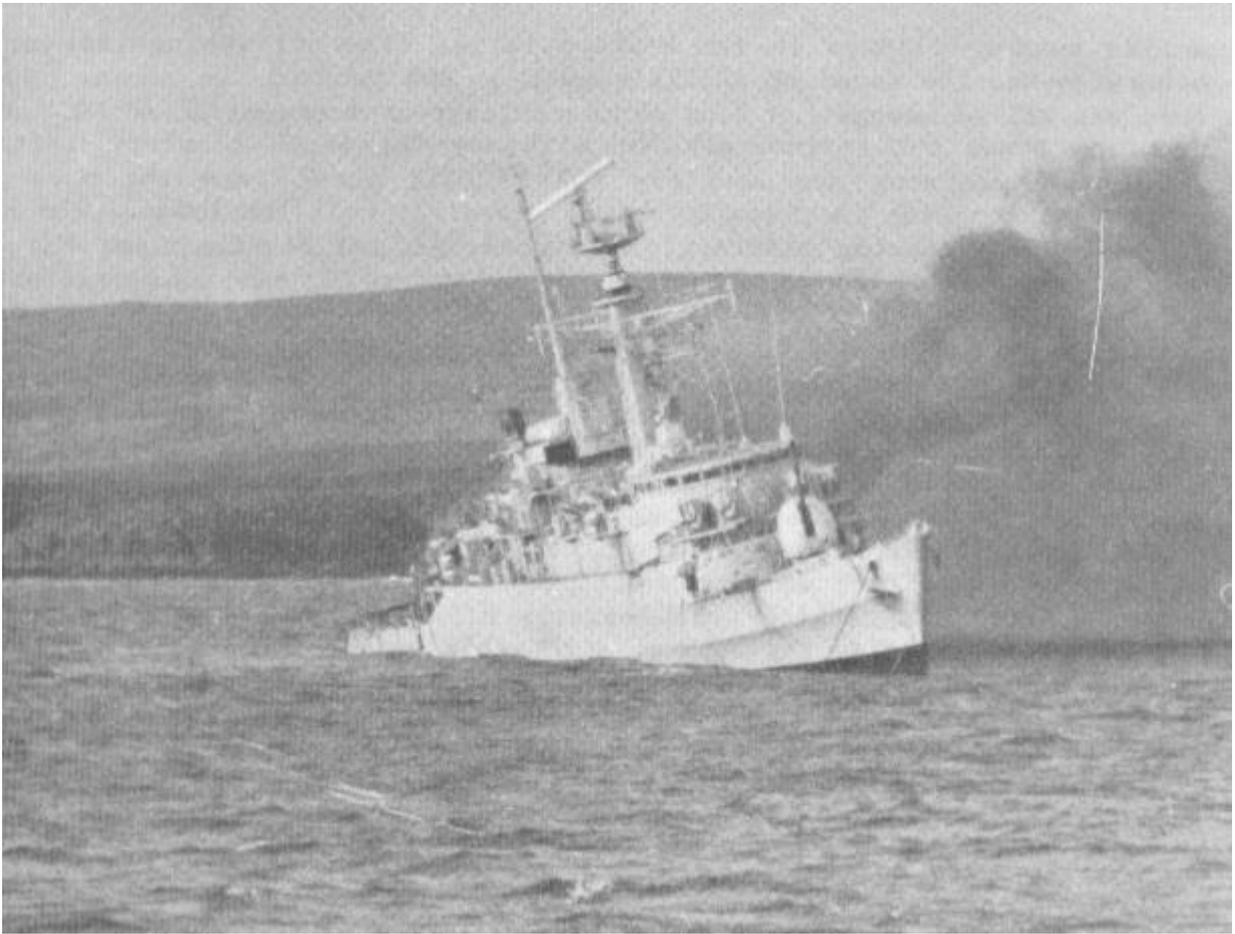
(PHOTO TAKEN BY ATTACKING AIRCRAFT)

unlike summer holidays in the Western Isles. The only thing that told you otherwise was the sound of ANTRIM's guns as she pounded the shore. Suddenly this was all to change. A lone Aeromacchi appeared and attacked FORT AUSTIN, dropping bombs but fortunately not with any degree of accuracy. Still it acted as a warning and sensibly FORT AUSTIN moved into the more secure anchorage alongside the assault ships, then all hell let loose. The air was filled with attacking aircraft, mainly Mirage and Skyhawk, and the battle raged for over six hours. Every ship in the sound came under attack that day.

ANTRIM battling bravely fired her Sea Slug at some attacking aircraft but the odds were too great and she was hit by bombs and rockets around the flight deck. Fortunately the bombs did not explode which was just as well because one passed through the Sea Slug magazine. However the damage was sufficient to put her Sea Slug and Sea Cat systems out of action so all she could do was to sit out the rest of the day. BRILLIANT's turn came next. She was hit by cannon fire and one shell passed clean through the Operations Room damaging important cabling which severely affected her Sea Wolf system. Sea Harriers were fighting the bravest air battle since The Battle of Britain. A handful of aeroplanes were having to fly repeatedly from their carriers 150 miles east, yet were taking on and beating the faster Mirage and Skyhawk. One flew over the top of the ship and fired a Sidewinder at a departing Mirage which dipped and crashed into the hillside when hit. BROADSWORD was striving to get Sea Wolf away but the close proximity of the land was preventing the system from operating correctly and the opportunities to launch the missiles were scarce. However when it did strike it was a spectacular success. Unseen by most, a group of four aircraft attacked from low over the hills. Fortunately Leading Seaman Ball, the missile aimer on the forward system, saw the incoming aircraft on his screen and fired a missile in the TV Mode. It was a tremendous achievement, steering the missile towards nothing more than a black dot on the screen. Many people on the flight deck, who were looking in that direction, didn't see anything until the missile exploded under the aircraft's port wing. It was a good job that the flight deck team saw this for it alerted them to the attack and enabled some of them to engage the other incoming aircraft with gunfire while others took cover in the hangar. Two delta shaped silver Mirages winged over, flew round the stern and attacked the port side with 30mm cannon, strafing the hangar and the flight deck. Shrapnel bounced around the hangar injuring several of the flight but mercifully no one was killed. This action brought it home that we were at war. A second attack on the BROADSWORD was met with withering fire from the starboard battery. Cannon shells burst into the ship's side, one narrowly missing Sergeant Leslie as he slipped trying to

rect fire at the escaping aircraft, and a piece of shrapnel ripped through the windproof jacket of Seaman 'Oscar' Whild. Several other members of the battery who were armed with SLRs were also hit by shrapnel. The battle went on. ARGONAUT received two direct hits from bombs and again they failed to explode. One landed in her main magazine leaning on live Sea Cats and other ammunition! Crippled, but not dead, she limped into San Carlos Water to better shelter.

Still the attacks went on with no sign of them dying away. The Harriers were managing to knock some out of the sky but because they were heavily outnumbered inevitably others got through. Although the escorts were suffering badly they were achieving their aim of protecting the beach-head



HMS ARDENT IS HIT AND ANCHORS



HMS YARMOUTH RESCUES AND WE PROVIDE AIR COVER

consolidated. The last attack of the day proved to be the saddest of all when a combination of Skyhawks, Mirages and Aeromacchi's attacked HMS ARDENT. They bombed her hangar and flight deck killing most of the Flight and causing her to list to starboard. Her weapons were crippled and she was heading out of control for the shore so she dropped her anchor. The aircraft attacked again splattering the flight deck where the doctor was attending a dying man. The doctor was blown overboard but remained conscious and was picked up by BROADSWORD where he recovered after being treated for exposure. HMS YARMOUTH came alongside the stricken ARDENT and took off the survivors to end a sad but successful day. 17 aircraft had been destroyed by Harriers and the escorts while a Lynx had quietly disposed off an oiler hiding in a cove. Darkness came and with it safety-at least for the next few hours. Tomorrow would be different because we all hoped the Rapier Batteries would be established to give the ships and the beach-head added protection.

BOMB ALLEY - SECOND DAY

It was decided that to remain in the Sound would be suicidal so the remaining ships moved into San Carlos Water on the 22 May after carrying out submarine sweeps overnight. Here they would be assisted by the Rapiers. BROADSWORD was detached with COVENTRY to attempt a missile trap further west and intercept any aircraft which were heading for San Carlos. We waited and waited for the attacks or news from San Carlos but nothing happened except for one speculative strike by a Pucara in San Carlos. Perhaps the Argentines were resting or watching the UK Wembley Cup Final on TV. One Harrier was a little more successful sniffing out and destroying a fast patrol boat.

BOMB ALLEY - THIRD DAY

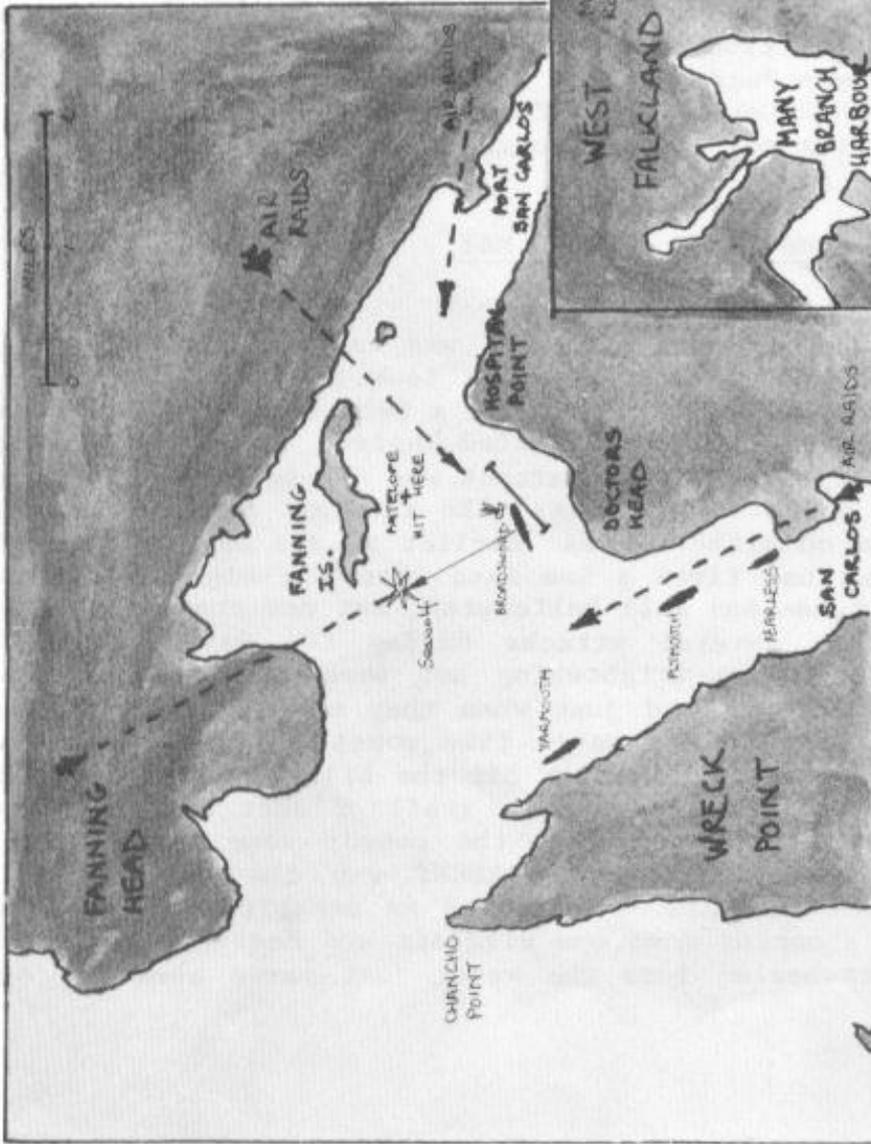
May 23 dawned bright and clear. BRILLIANT was in need of repairs and COVENTRY was detached to the carrier group so we took BRILLIANT's place in San Carlos Water. Here we were supposed to have a better chance because we were protected by high ground and the long awaited Rapier, and it was thought that the only way that the Argentines could attack was through the narrow gap at the head of the water. How wrong we were. The aircraft came in low and fast, swooping down valleys on either side. Earlier in the day we had seen success when ANTELOPE's Lynx had fired a Sea Skua into a freighter and the Harriers had shot down two Pumas and Bell helicopter, but now the boot was on the other foot. There were several attacks during the day, some more memorable than others. All were frightening but some seemed comical in retrospect. Sea Cat chased Mirages and just when they seemed to be gaining they ran out of steam and fell in the water like something from a Tom and Jerry cartoon.

Other missiles and 40/60 fire hit the hillside in pursuit of one jet, scattering a herd of cows who left a trail of dust that even the Roadrunner would have been proud of. After the comedy came the tragedy. ANTELOPE who had replaced the unfortunate ARDENT was the subject of a particularly ferocious attack in which she received an unexploded bomb. She defended herself valiantly shooting down one aircraft and destroying another which hit her mast and cartwheeled into the water just yards ahead of our

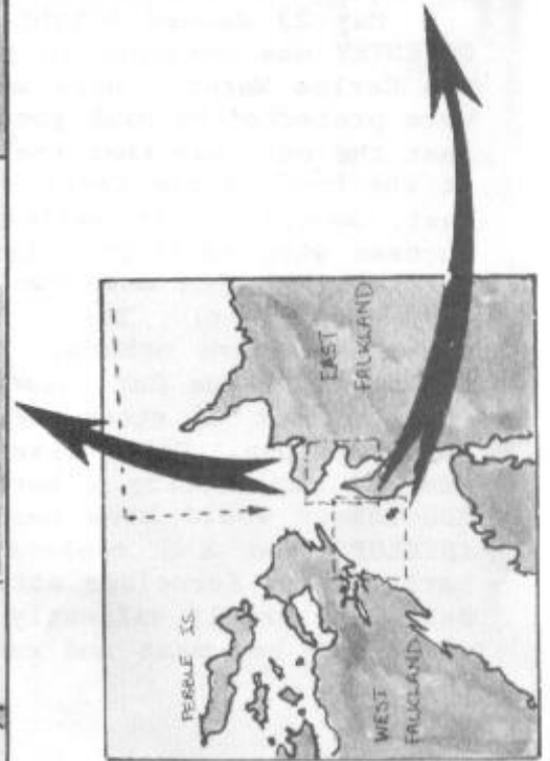
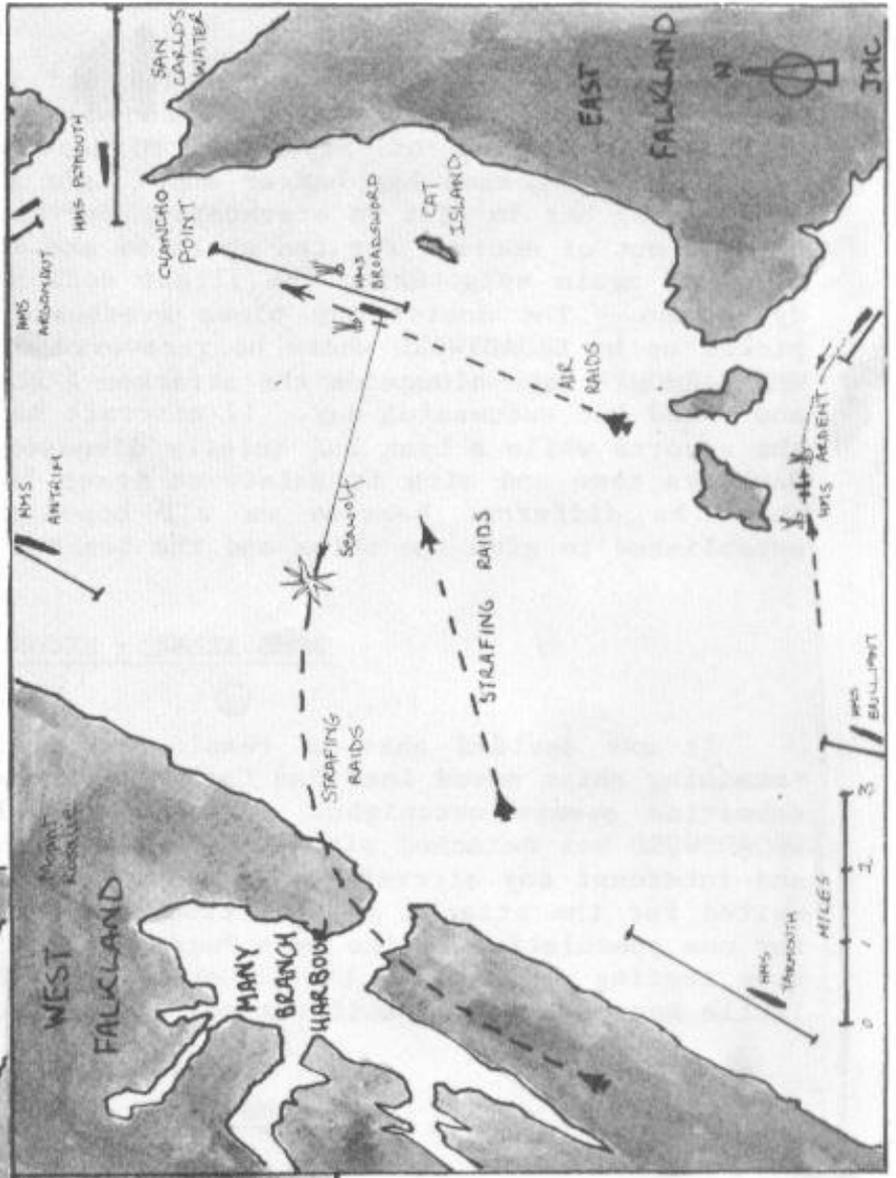
San Carlos Water - 23 May

BOMB ALLEY

— Patrol Lines



Falkland Sound North - 21 May



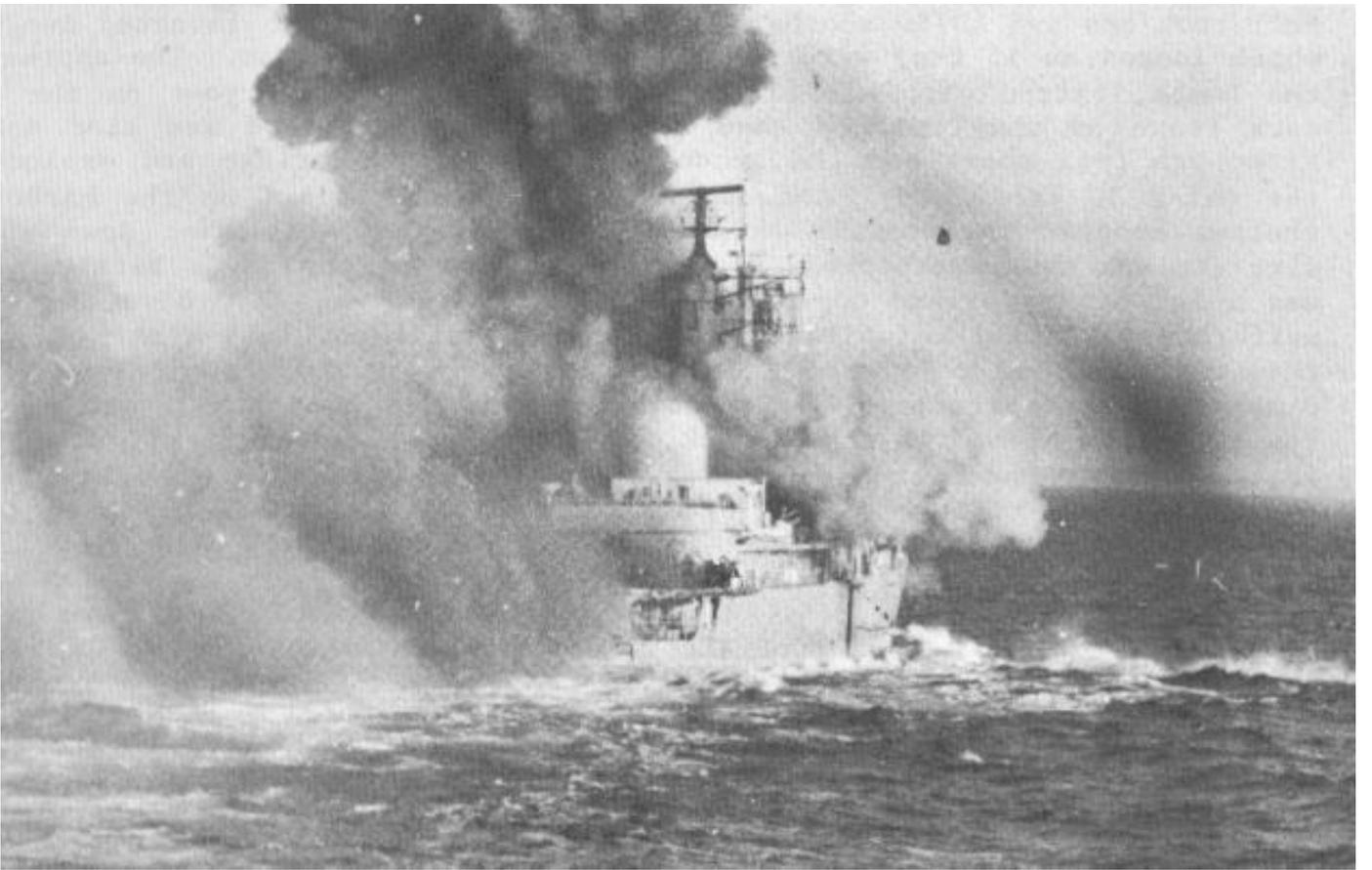
bridge. We ourselves then became the subject of a determined attack, Sea Wolf took one and 40/60 another, but somehow one aircraft launched two bombs which looked as if they were going to end BROADSWORD*s war. The approach of the bombs, fitted with air brakes was very slow and everyone on the upper deck froze as they watched them draw nearer. Again God was kind and the first one fell short and the second passed over the bridge and exploded in the water 30 yards away. Meanwhile ANTELOPE had limped up the harbour to shelter amongst the assault ships. YARMOUTH's Sea Cat shot down another aircraft and dusk approached, signalling the end of the day* s battle. There was a lot of joy around because many aircraft had been shot down and we had suffered only light casualties. The Navy had also not lost a ship. However this was all about to change. Shortly after dark ANTELOPE exploded as a bomb disposal expert attempted to defuse the unexploded bomb in the engine room. The explosion broke the ship* s back and she quickly caught fire. This marred an otherwise successful day and set many minds wondering just how long we could hold out in Bomb Alley, by common consent we had decided San Carlos Water should be named. Early the next day ANTELOPE finally sank.

BOMB ALLEY - FOURTH DAY

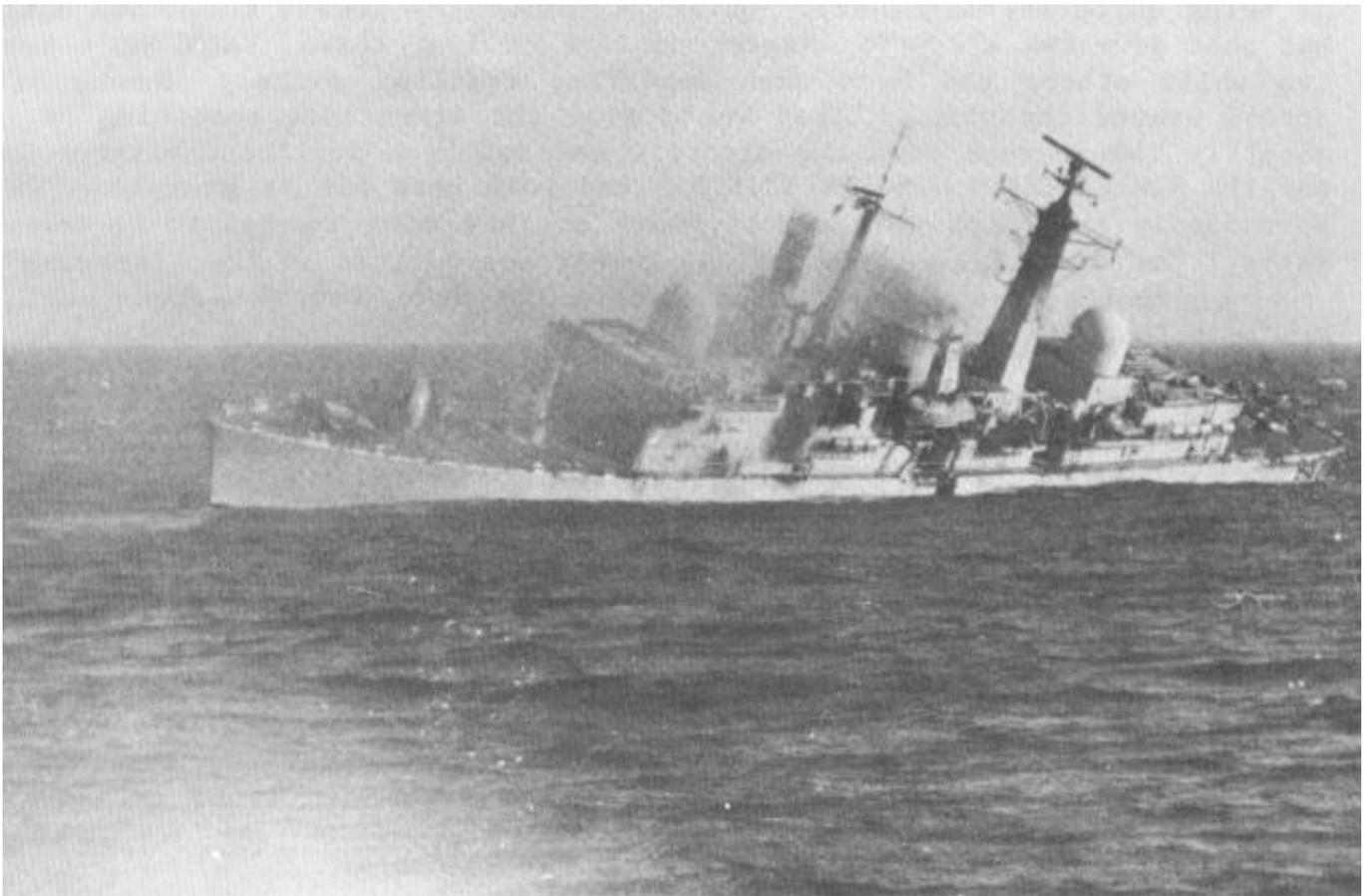
The Admiral again reverted to the 42/22 Combo and the to 11 owing morning we headed west with COVENTRY to act as a forward radar picket. Again we saw nothing but we were receiving reports from San Carlos of an attack. We couldn't help but feel for the others in Bomb Alley and the results of the attack were eagerly awaited. Would another ship sink and more friends be lost? While we waited we also thought for our affiliated regiment. The Blues and Royals - a small number of whom were ashore near San Carlos providing a spearhead in the form of Scorpion tanks. A report came in that GR 3 Harriers were bombing Port Stanley but that was not of prime interest. What was happening in Bomb Alley? Then the news came, announced by the PWO as being quite extraordinary. Quite extraordinary it was too. Sea Harriers had shot down two aircraft. Rapier on line at last three, FEARLESS's Sea Cat two while others had been seen departing trailing smoke. Whoops of joy spread around the ship. "That would give the Argentines something to think about". The success with the aircraft had not been inflicted without damage and the SIR LANCELOT and SIR TRISTRAM had both been hit by unexploded bombs. Fortunately the ships were almost empty so they were beached to be recovered later. Our own day however was not completely wasted. Late in the afternoon we took control of two Harriers to intercept and shoot down 3 Mirages north of Pebble Island

BOMB ALLEY - FIFTH DAY: HMS COVENTRY

May 25 - a day to remember, one never to be forgotten. May 25 is Argentina's National Day and the Task Force Commander had warned us to expect fierce attacks from the Argentine Air Force. Well prepared we stationed ourselves, together with COVENTRY, about 10 miles north of the northern entrance to Falkland Sound off Pebble Island. The day began well and after an attack on San Carlos, Sea Harriers chased two Mirage north out of the Sound towards us. As the fleeting aircraft approached they banked left, climbed and headed for home using their superior speed to outrun the Harriers. Imagine what shock the pilots must have suffered, when after thinking they



BOMBS EXPLODE IN HMS COVENTRY



AND SHE STARTS TO LIST

were home and dry, they were hit by Sea Darts from COVENTRY. Two down. This was more like it - the missile trap was beginning to work. Shortly after the first encounter another aircraft appeared heading out of the Sound and it too felt the power of COVENTRY's SEA Dart. Rapier and YARMOUTH's sea Cat were also proving successful, shooting down one each. Perhaps the 25 May was going to prove to be a sad National Day for Argentina. Wrong. Things then started to go against us. The group intercepted a radio message saying that Port Stanley airfield was ready. Ready for what? The Admiral assumed that there was going to be an Exocet attack on the carrier group 150 miles to the North East. We sat and waited and nothing happened until a raid of strength four was detected closing our position from the West. They were tracked in until they disappeared from the radar as they crossed West Falkland. The first two were detected again as they came over the sea and COVENTRY's missile system locked on ready to fire. Unfortunately the lock was broken and COVENTRY started firing her gun instead so the aircraft turned slightly and attacked our starboard quarter. They were flying extremely low and close together and our Sea Wolf tracker was unable to form a clear track for the missile to engage so we were unable to fire. "Take Cover", came the cry. Everyone dived for the deck, except the gun crews who kept on firing for all they were worth, and hearts in mouths we awaited our fate. Seconds seemed like hours and then there was a loud CLANG from aft.

Nobody moved and the explosion was awaited. The seconds passed and still nothing happened. We were still alive and afloat! However the raid was not over because the other two aircraft were attacking from ahead. This time Sea Wolf had locked on to the aircraft. They were still outside range so we waited for the right moment to fire. Then without explanation COVENTRY moved across our bows, probably to open her weapon acrs, preventing us from firing. The Skyhawks dropped their bombs and at least one and maybe two hit COVENTRY midships. Five seconds later there was an almighty explosion and she took on a severe list. It was apparent that she was capsizing and the ship's company were already abandoning ship.

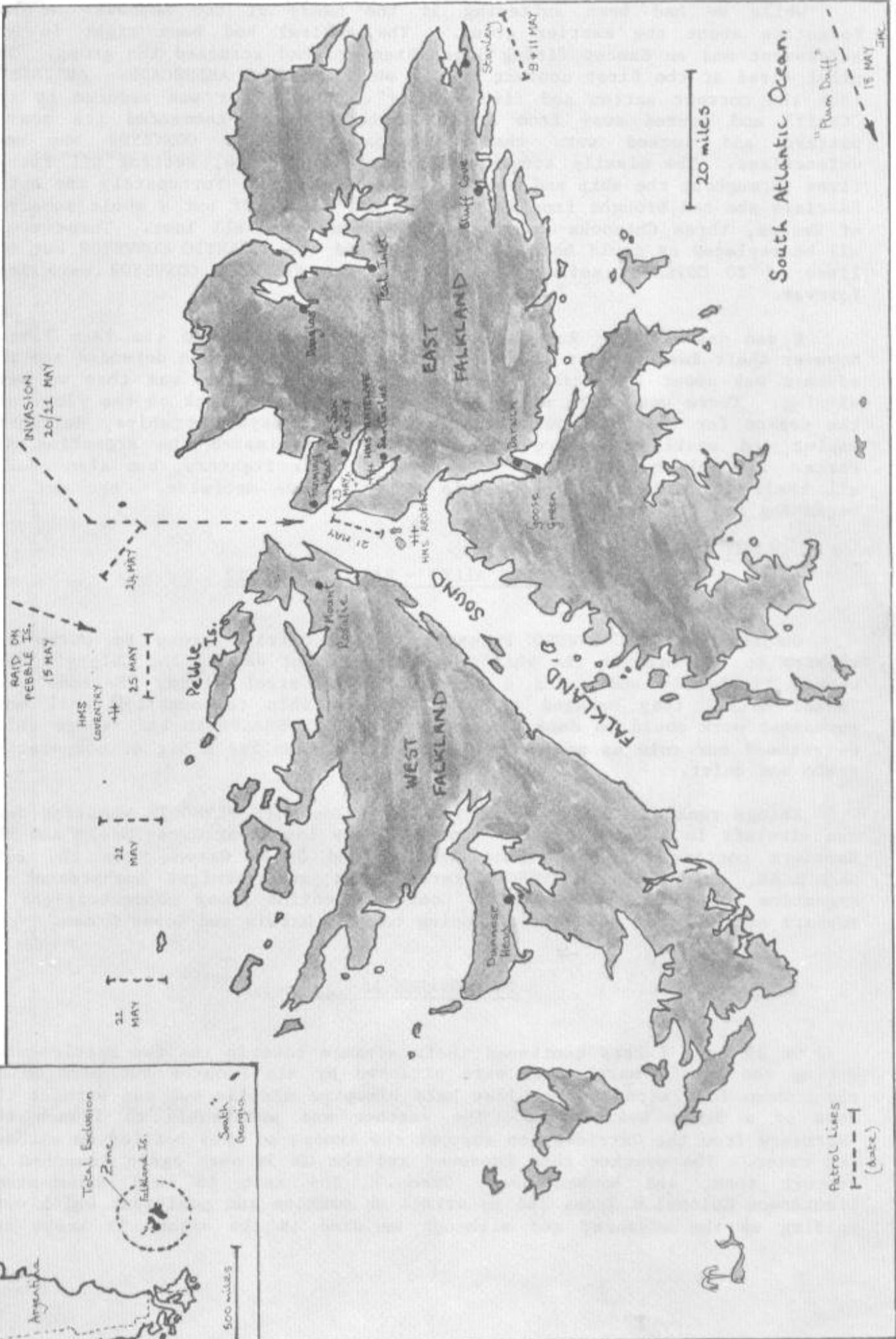
We had also been hit by a bomb which fortunately entered the starboard side of the ship and bounced out via the flight deck, demolishing the Lynx enroute, but passing through without exploding. Realising we were safe for the time being, we set about the task of recovering the COVENTRY survivors and prayed that no more aircraft would attack us while we were attempting this rescue. Harriers provide us with a protective umbrella as we fought to get everyone onboard by nightfall. Men were leaping into liferafts and others were just jumping into the icy water, so it was imperative that the survivors were rescued as quickly as possible. Fortunately we had an already developed, but as yet untested, survivor handling plan which swung into action. All available boats were lowered and helicopters streamed out from San Carlos to assist. Men suffering from the effects of the blast were brought onboard and everyone was examined, given medical treatment if required, re clothed, fed and the more seriously injured were flown straight to the hospital ship, UGANDA. The helicopters proved to be invaluable. Time and again aircrewmembers were winched down to pluck men from the icy sea and at one stage a Wessex landed on the hull of the sir tokened COVENTRY to pick up survivors. One extremely brave piece of flying occurred when one pilot hovered above the Sea Dart magazine, and his winchman recovered 17 men from a group of life rafts which were trapped alongside the ship's hull. At any moment the magazine could have exploded. With all the survivors rescued we returned to San Carlos where they were put into a landing craft and transferred to the CANBERRA.



OUCH XZ729 25MAY 82



CLANG



While we had been suffering at the hands of the Skyhawks we had forgotten about the carrier group. The Admiral had been right in his assessment and an Exocet firing Super Etendard had attacked the group. The pilot fired at the first contact he saw which was HMS AMBUSCADE. AMBUSCADE took the correct action and fired "Chaff". The Exocet was seduced by the "Chaff" and veered away from AMBUSCADE but then re-commenced its search pattern and locked onto the unfortunate ATLANTIC CONVEYOR who was defenceless. The missile struck aft, under the bridge, setting off fierce fires throughout the ship and she had to be abandoned. Fortunately the extra Harriers she had brought from Britain had all flown off but a whole squadron of Wessex, three Chinooks and the metal runway were all lost. These could all be replaced as could both the COVENTRY and the ATLANTIC CONVEYOR but the lives of 20 COVENTRY sailors and 12 from the ATLANTIC CONVEYOR were lost forever.

A sad day for the Royal Navy, the Merchant Navy and the Task Force. However their loss was not in vain. The beach-head had been defended and the advance was about to begin. Perhaps of more importance was that we were winning. There was to be only one more serious air attack on the Fleet and the reason for this was quite simple. In five days the ships, Harriers, Rapier and small arms fire from ashore had decimated the Argentine Air Force. Not only had they lost one third of their fighters, but also nearly all their front line pilots. This was to prove decisive - the war was beginning to be won.

OUT OF THE ALLEY - BACK TO THE TEZ

On the 26th BROADSWORD returned to the carrier group to carry out repairs to the hole in the ship's side and flight deck. The Chippy's team worked tirelessly and using a combination of steel plate, "Beizona" and "Mazel Metal" they managed to patch up the ship temporarily until more permanent work could be done alongside the STENA SEASPREAD the repair ship. We resumed our role as goalkeeper and settled down for a bit of comparative peace and quiet.

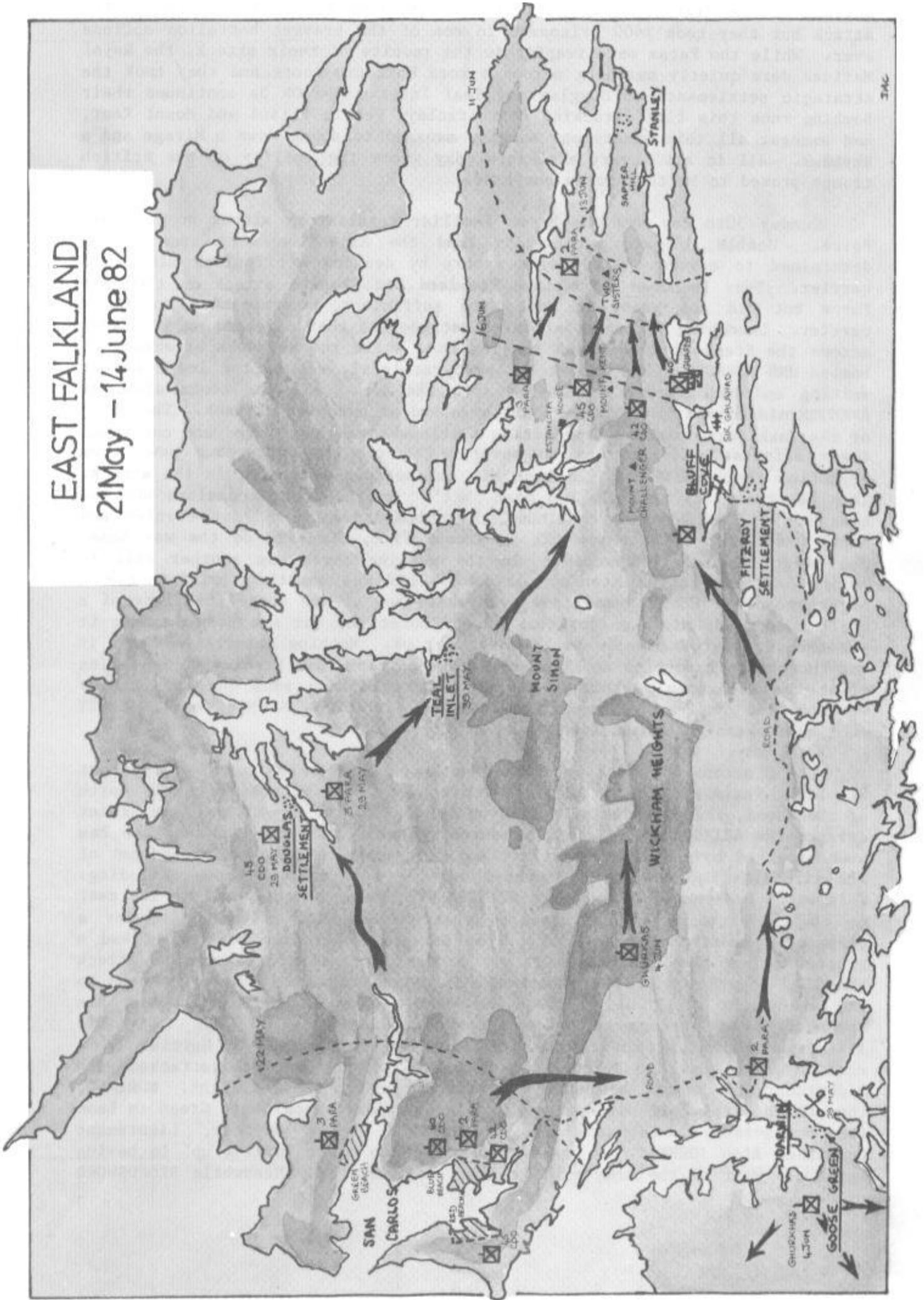
Things remained fairly quiet in San Carlos with PLYMOUTH shooting down one aircraft in a sniping raid. One GR 3 was lost near Goose Green and the Harriers continued to bomb Port Stanley and Goose Green. On the 28th GLAMORGAN, ALACRITY and AVENGER carried out an overnight bombardment of Argentine positions and the GR 3s bombed Argentine troop concentrations in support of the Paras who were advancing towards Darwin and Goose Green.

THE ADVANCE ASHORE

On 29 May, 2 Para continued their advance towards the two settlements. During the heroic march they were attacked by six Pucarás but managed to shoot down four with the shoulder held Blowpipe missile but not without the loss of a Scout helicopter. The weather was unsuitable to launch the "Harriers from the Carriers" to support the troops so they battled on without air cover. The weather then improved and the GR 3s were again launched to support them, and bombed Goose Green. The rest is well documented. Lieutenant Colonel H Jones led an attack on machine gun positions which were holding up the advance, and although he died in the attack it broke the

EAST FALKLAND

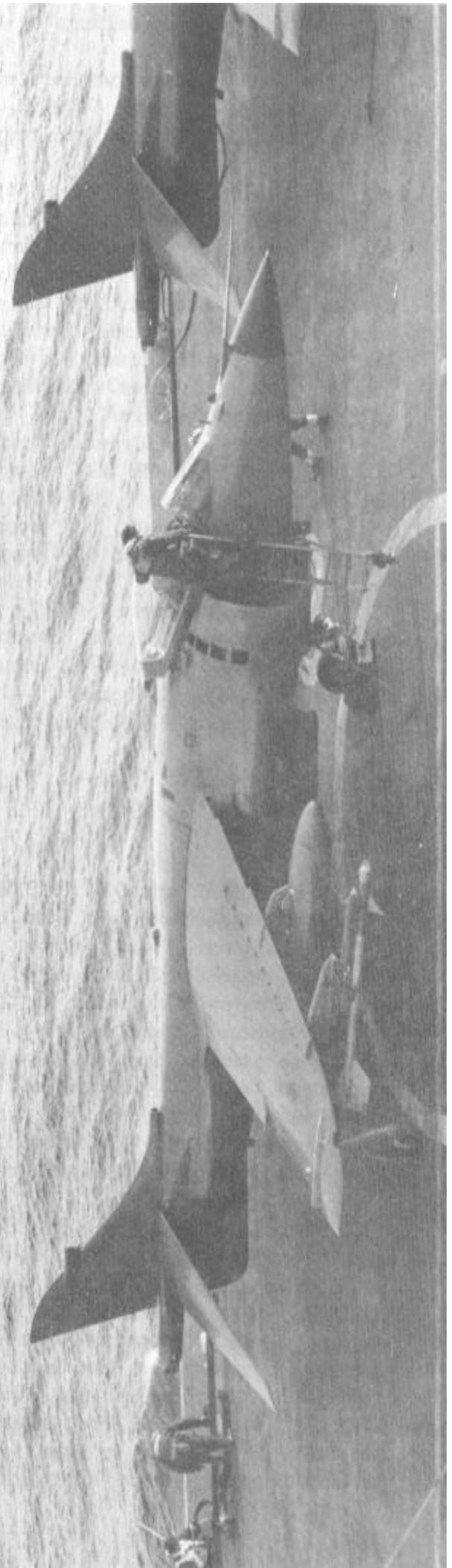
21 May - 14 June 82



defence of the Argentines and led to their surrender. 14 Paras died in the attack but they took 1400 prisoners in one of the bravest battalion actions ever. While the Paras were reaping in the results of their attack, the Royal Marines were quietly marching across a more Northern route and they took the strategic settlements of Douglas and Teal Inlet. The GR 3s continued their bombing runs this time attacking Port Stanley, Pebble Island and Mount Kent, and amongst all this excitement someone managed to shoot down a Mirage and a Sky hawk. All in all a very successful day where the ability of the British troops proved to be the ace in our hand.

Sunday 30th May saw the by no familiar retaliatory attack on the Task Force. Unable to gain success on land the Argentine Air Force seemed determined to avenge their losses ashore by dealing a crippling blow to a carrier. They launched a combined Etendard and Skyhawk attack on the Task Force but did not press it home with sufficient determination to hit a carrier. Launching on Exocet at the first contact that appeared on its radar screen the Etendard turned and ran for home while the Skyhawks attacked and bombed HMS AVENGER. The Exocet had been carelessly set at too low a height setting and had ditched harmlessly into the sea. All the bombs aimed at AVENGER missed and EXETER's SEA Dart splashed an escaping Skyhawk. The ships of the Task Force secured from Action Stations somewhat relieved and continued their efforts. It came as no surprise to receive outrageous news from Argentina that INVINCIBLE had been hit and seriously damaged in the attack. This was the third time she had been 'hit'. On the other occasions she had **been** sunk! The Harriers continued their bombardments of Port Stanley and Mount Challenger and one was hit by ground fire, ditching on the way home. The pilot was safely rescued. In the evening there was another call to Action Stations for an Etendard attack. This was something different - a night attack. "Chaff" was fired everywhere and at one stage the flare of a chaff rocket was mistaken for that of an Exocet and for one awful moment it was thought that a missile was heading for us. Nothing materialised and it was thought to have been an Etendard returning from Port Stanley to Argentina after the afternoon's abortive attack. More bombing runs on Port Stanley were carried out over the next two days and GLAMORGAN, AVENGER and ALACRITY continued overnight bombardments.

The Glorious First of June saw the land forces only 12 miles from Port Stanley. There was little air activity but one Harrier was shot down north of the Sound, the pilot being picked up later. On the day of the last Exocet attack, the BRITISH WYE a civilian support tanker had reported that she has been attacked by a Hercules aircraft and that bombs, which were kicked out of the aircraft's back door, had bounced off her forecastle without exploding. This was a new tactic because the BRITISH WYE, was stationed well to the east of the main group, and it appeared that the Argentines had opted for a desperate, unorthodox method of homing using the Hercules because it had a greater range than the jets. It was probably a tactic developed to attack the QE 2 together with the embarked 5 Infantry Brigade. However unknown to the enemy the QE 2 was allowed no nearer than South Georgia and she transferred her troops to other ships including the CANBERRA. They did attempt a second attack on the 1st June but fortunately a Harrier on a routine patrol saw the Hercules to the north of the Sound and attacked with Sidewinder and cannon, splashing the aircraft in a one-sided fight. NORLAND, the prison ship, left with prisoners taken at Darwin and Goose Green to head for Montivideo. Onboard was BROADSWORD's supply Officer, Lieutenant Commander Alan JOHNSON who was seconded to help after "owning up" to having spent one year on the army staff course at Camberley. Meanwhile BROADSWORD



headed east to rendezvous with the CANBERRA and then both ships turned west and after being joined by others headed for the islands to land the remaining troops. Napalm was discovered at Goose Green which angered everyone and ALACRITY voiced her feelings by shelling Fitzroy.

The next day saw two Harriers fly in from Ascension Island to help boost our depleted force and AVENGER, ACTIVE and AMBUSCADE shelled Pebble Island, Fitzroy and Diamond Mountain respectively*

The 3rd brought another two Harriers from Ascension and yet another unsuccessful Vulcan raid. This was made even worse by one Vulcan getting into difficulties near Brazil and having to make an emergency landing at Rio De Janeiro. Events were going so well ashore however that a Forward Operating Base for Harriers was now established at San Carlos. Here aircraft could refuel to increase their time on task over the islands. The following day saw Two Sea Harriers and 2 GR 3s sent permanently from the carriers to operate from this base. ARROW shelled Port Howard and CARDIFF, AVENGER and YARMOUTH bombarded Bluff Cove to support the Paras who had foot-slogged it overland from Goose Green. More shelling continued with CARDIFF, AMBUSCADE, ACTIVE and YARMOUTH all playing their part. CARDIFF also scored a spectacular hit with Sea Dart, shooting down a spying Learjet at 39,000 feet. Again this must have come as a great shock to the pilot who probably thought he was well out of range of surface launched missiles.

Progress was made swiftly over these days and although little is said here about the details of events ashore, suffice it to say that the troops were continuing to sweep up stray Argentine patrols as well as shooting down the odd marauding aircraft. All seemed to be going very well indeed until this changed on the 8th when the Task Force suffered its saddest day.

BLUFF COVE

SIR GALAHAD and SIR TRISTRAM were unloading the last set of troops for the final assault on Port Stanley, the Welsh Guards, at Bluff Cove. Some of the troops were already ashore but others were helping to unload ammunition when the overcast skies suddenly cleared and Mirages and Skyhawks bombed both ships. The bombs exploded setting alight the ammunition. Those who were not killed instantly were severely burned and soon the sea was full of soldiers trying to escape from the blazing ships. Over 50 Guardsmen were killed and many more injured. Several men of the RFA were also killed. A small landing craft was sunk with 6 killed. The Fleet Air Arm again became heroes out of the tragedy. Flying their helicopters in thick, blinding smoke they rescued many servicemen who would otherwise have died.

While the ships in Bluff Cove were being attacked, HMS PLYMOUTH was receiving similar treatment elsewhere around East Falkland. She was attacked with bombs, rocket and canon but despite being seriously damaged, she managed to bring down two enemy aircraft before limping back to the safety of the carrier group. Attacks were going on ashore but here the Argentines had little success and at the end of the day the Scots Guards had shot down four Skyhawks with machine gun fire, and two Harriers brought down two further aircraft, one each. The Argentines did not get everything their own way. Two more GR 3s flew in from Ascension and although one crash landed at the Forward Operating Base, our 'air force' was slowly increasing.

By now most of the Navy's contribution, except the air operations and Naval Gunfire Support, was beginning to take a back seat as the troops prepared for the battle for Port Stanley - the one everybody had been waiting for, the one which would win the war and send the invader back where he came. The Argentines still persisted with their desperate tactics of bombing ships at sea, this time 400 miles north east of the islands. Unfortunately the Argentines were not too good at recognition and it was an American owned tanker flying the Liberian flag. None of the Italian crew was injured but it was subsequently found that an unexploded bomb had lodged inside the hull and the ship was ordered to leave Rio De Janeiro after she had limped there carrying a 6 degree list. We now know that she was taken out and sunk as being too dangerous to defuse.

VICTORY

During the next two nights the softening up process was continued and YARMOUTH shelled Sapper Hill, Moody Brook and Mount Harriet. By now the troops ashore were in control of most of the high ground to the west of Port Stanley and were able to direct their fire on to Argentinian positions in and around the capital itself. There were just two phases left. The first was to take Wireless Ridge and the second was to take Sapper Hill. Then it was hoped that Port Stanley would fall for no positions would be safe and could be picked off at will. During the nights of the 11th and 12th, ACTIVE, ARROW and EXETER shelled Port Stanley and Port Howard. The Harriers continued to bomb the capital during the day and on the 12th GLAMORGAN, AVENGER and YARMOUTH joined in the blitz of Port Stanley. A lone Vulcan again failed in a bombing run and as the gunline ships were returning, GLAMORGAN was hit by a shore launched Exocet. This missile hit the hangar, killing 13 and injuring 17. The damage and casualties could have been much worse had the missile hit lower down the hull in the Sea Slug magazine, but fortunately the after Sea Cat aimer probably got his missile close enough to the Exocet to damage a fin and cause it to fly upwards at the last minute. This was, of course, no consolation to the people who died in the hangar and on the deck below, but an even greater tragedy had been averted.

The 13th saw the fighting drawing rapidly towards the 'last battle'. Harriers started to bomb Port Stanley and the Argentine troop emplacements using laser guided bombs. Their accuracy was such that one actually dropped down the barrel of a large gun with the obvious conclusion. Harriers also found time to attack a fast patrol boat and CARDIFF shot down yet another Mirage. The army continued to consolidate, and then launched its assault overnight assisted by a bombardment from AVENGER, AMBUSCADE and YARMOUTH. After some fierce fighting. Wireless Ridge was taken and the Argentines turned and fled back towards Port Stanley. Encouraged, our troops pushed on and a similar thing happened on Sapper Hill. The streets of the capital were becoming jammed with frightened Argentine troops. General Moore quickly saw the chance to force the enemy to surrender. General Menendez had little option. Had he carried on the fight thousands of his men would have been killed by a few shells placed in the Main Street. He had the good sense to realise this and on the 14th June he surrendered East and West Falkland to General Moore. The Task Force had achieved a remarkable success. It had re-taken a strongly defended island, at the end of an 8000 mile supply route without air superiority - something that military strategists believed was almost impossible.

EPILOGUE

The story of the fighting ends here but not the story of the Falklands. After the battle many things had to be repaired and some prisoners returned to Argentina. Many ships moved inshore to render assistance but not BROADSWORD as we were still required to protect HERMES well to the east. However we did provide a working party to help in Port Stanley.

Thinking we were destined to remain in the South Atlantic forever increased the boredom and this was only lifted at the beginning of July when we were ordered to go to Port Stanley with HERMES to put her air group ashore prior to going HOME. Delight rapidly spread throughout the ship and after a brief one day visit to the capital, both ships turned round and went full speed ahead for Ascension Island en route for UK.

Although everyone is happy to be heading home let us spare a thought for those who only made a one way journey and for their families. Let us remember that they made the supreme sacrifice for the freedom of others. While we live let us spare a thought to consider just how different it could have been.....

This section of the book was written by the Ship's Company, and is a sequel to the earlier "big picture" history of Operation Corporate. It gives some idea of what it was like working onboard during this busy period of the ship's history and to some small extent shares an experience which greatly strengthened each man's faith in the Ship and her people.



ON THE BRIDGE AIR RAID WARNING YELLOW

This first piece sets the scene. It was written by an eye witness from the Bridge

BOMB ALLEY

Looking through the Bridge windows it is a glorious sunny afternoon in the calm blue waters of San Carlos Harbour. Outside on the Bridge wings, chatting away but watchful, the Gunners and Marines, armed with rifles and machine guns look like a team out for a day's rough shooting.

Suddenly, out of a valley in the hillside a mile or so away across the smooth water, three Mirage aircraft appear and head straight towards us. The shout goes up, "Aircraft!" A line of tracer from the 40/60 Bo f or s gun shoots out towards one of the three although nothing will stop them. A line of water spouts race along the water from the aircraft, then there is a "Clang, clang, clang!" as their cannon shells hit the side of the ship. Now the three are close enough for the machine gunners and riflemen to engage. They bravely line up and open fire, "Pop, pop pop!" like a motor bike with no exhaust.

The three aircraft get nearer and nearer and nearer. Now they are only a few hundred yards away: two bombs drop away from one and look as though they will smash straight through the windows. "Whoosh!" the aircraft disappear overhead, and then "Bang, bang, bang!" as the 40/60 on the other side of the ship opens fire. The rough shooters run around the front of the bridge and start shooting again at the escaping aircraft * Left in the air, getting closer, are the two bombs.

They are dark green - shaped like giant Walls sausages with a spike in the end. They make little noise. One falls short: the other disappears from sight above the bridge roof will it hit or won't it it doesn't it splashes into the water, and a big plume of water shoots up as it explodes.

Bomb Alley here were are.

THE MASTER BLASTER



THE WIDOW MAKER



Even before the loss of HMS SHEFFIELD it was clear that the ship was likely to engage the enemy in action. On Thursday» 29 April a service as an Act of Dedication Before Action was conducted in the Junior Rates Dining Hall by the Rev Jake Watson.

The following is an extract from his Order of Service.

CALL TO WORSHIP

God is our hope and strength; a very present help in trouble.

HYMN

FIGHT THE GOOD FIGHT WITH ALL THEY MIGHT: CHRIST
IS THEIR STRENGTH AND CHRIST THEY RIGHT: LAY HOLD
ON LIFE AND IT SHALL BE THEIR JOY AND CROWN
ETERNALLY.

CAST CARE ASIDE, LEAN ON THY GUIDE, HIS
BOUNDLESS MERCY WILL PROVIDE: LEAN, AND THY
TRUSTING SOUL SHALL PROVE, CHRIST IS THY
LIFE, AND CHRIST THY LOVE.

FAINT NOT, NOR FEAR, HIS ARM IS NEAR:
HE CHANGETH NOT, AND THOU ART DEAR,
ONLY BELIEVE AND THOU SHALT SEE, THAT
CHRIST IS ALL IN ALL TO THEE.

READING (Read by Captain Canning)

Then He entered the Temple and began to drive out the merchants from their stalls, saying to them, "The Scriptures declare, 'My Temple is a place of prayer; but you have turned it into a den of thieves.'" "After that He taught daily in the Temple, but the Chief Priests and other religious leaders and the business community were trying to find some way of getting rid of Him. But they could think of nothing, for He was a hero to the people, they hung on every word He said.

THE CONDITIONS OF A JUST WAR

Jesus himself took a weapon, a whip, and applied sufficient force to achieve his objective when He found corruption in the Temple.

The practical expression of the Love of God in human activity is in the EXERCISE OF JUSTICE. In an attempt to humanise war and limit wanton slaughter the church formulated the PRINCIPLES OF A JUST WAR.

1. DECLARED AND ENGAGED IN BY PROPER AUTHORITY: Not an individual's whim, governments wage war against governments. We are not mercenaries but servants of our community through the government they elected.
2. ENGAGED IN FOR THE PROTECTION OF THE INNOCENT: and for the defence of the oppressed, not agreed or aggression.
3. FOUGHT ONLY WHEN PEACEFUL NEGOTIATIONS FAIL TO ATTAIN JUSTICE: As a last resort. We don't live by the sword' but we are skilled in its use should all else fail.
4. THERE MUST BE A REALISTIC EXPECTATION OF SUCCESS: The just war is for the protection of the innocent not to sacrifice more lives unnecessarily.
5. IT MUST BE A JUSTLY WAGED WAR: Two wrongs don't make a right. Torture, wanton destruction and non-military targets cannot be justified.

ADDRESS

Just now, I would rather be in the Indian, than the Atlantic ocean, I would rather be in Cornwall than entering a War Zone BUT I have no moral qualms about being here and being part of this Task Force. I would like to think that if my part of the United Kingdom was invaded, someone would be prepared to do for my children what we may be asked to do for the Falklanders.

It is with this in mind that I invite you all, whatever you believe and in the name of all you hold dear, to share with me in the sentiment if not the conviction of the following prayers*

LET US PRAY

PRAYERS

Our Families - God, our Heavenly Father, look in love upon our families and friends. Protect them from harm, comfort them in loneliness and prosper them in all good things. Let no shadow come between them and use to divide our hearts and in your own good time bring us home to them again; through Jesus Christ our Lord. AMEN.

Before Action - O God, who sees that in this conflict we are seeking to serve you, and yet in the waging of it we must need to do many things that are an offence against your love; accept we pray you our imperfect offering, arm us with your spirit that our action may further the victory of your justice and truth; through Jesus Christ our Lord. AMEN.

Sir Francis Drake' s Prayer - O Lord, when Thou givest to Thy servants to endeavour in any great matter, grant us also to know that it is not the beginning but the continuing of the same until it be thoroughly finished that yieldeth the true glory; through Him who for the finishing of Thy work laid down His life, Jesus Christ our Lord. AMEN.

NELSONS PRAYER (Together) - MAY THE GREAT GOD WHOM I WORSHIP, GRANT UNTO MY COUNTRY, AND FOR THE BENEFIT OF FREEDOM IN GENERAL, A GREAT AND GLORIOUS VICTORY: MAY NO MISCONDUCT IN ANYONE TARNISH IT: AND MAY HUMANITY AFTER VICTORY BE THE PREDOMINANT FEATURE IN THE BRITISH FLEET. FOR MYSELF INDIVIDUALLY, I COMMIT MY LIFE TO HIM THAT MADE ME, AND MAY HIS BLESSING ALIGHT ON MY ENDEAVOURS FOR SERVING MY COUNTRY FAITHFULLY. TO HIM I RESIGN MYSELF AND THE JUST CAUSE WHICH IS ENTRUSTED ME TO DEFEND. AMEN. AMEN. AMEN.

The Service ended with the Naval Hymn.

The only people onboard who could actually see the enemy were those clustered in and around the Bridge and Gun Direction Platform (GDP) and those on the Flight Deck. This item was written by one of our two "Gun Battery" members.



THE GDP

Anyone thinking about the things they might write for a Commissioning Book when we sailed from Gibraltar on 8th April is unlikely to have come close to the truth!

However, back to Thursday April 8th. We sailed from Gibraltar full of apprehension. What were the following weeks going to hold for us? One thing we did realise was that this was not going to be a training period; if something went wrong we knew we wouldn't be able to stop the serial and re-run it to get it right. We therefore had to try and visualize every tactical situation and practise it and get it right, first time. We exercised 40/60 shoots, 3" rocket re-loading (with great enthusiasm when we discovered that the Argies had the air launched Exocet) and small arms firings. Then we went on repeating it all, time and time, again so that by the time we reached the War Zone everyone knew everyone else's job.

Apart from all the training periods the passage down to Ascension was generally relaxed. The weather was good and everyone made the most of getting as much sun as possible.

After Ascension the sun lasted for a few more days and it didn't seem possible that it would soon be freezing cold and that we could be fighting for our lives. The News on the BBC World Service has probably never had so many listeners. Every hour, on the hour it would be tuned in, everyone wanting to hear the same thing, that a political solution had been found. It was not to be. Before we knew where we were, we were inside the Total Exclusion Zone and everything was for real. The war was on.

Every day from now on we would be going to Action Stations at Air Raid Warning Red, and we had only three days to wait until the first fatality. On 3rd May HMS SHEFFIELD was hit by an air launched Exocet missile, and this disaster honed our alertness and reactions to every threat. However no more air attacks were to come into direct contact with the Carrier Battle Group again until 25th May when the ATLANTIC CONVEYOR was sunk.

After SHEFFIELD, BROADSWORD acted as anti missile escort either to one or other of the carriers or to naval gunfire support missions until the big day, Friday 21st May, the day on which we escorted the amphibious group to the beachhead in San Carlos Water.

On the following day our troops took the landing beaches. HMS BROADSWORD was subjected to wave upon of Argentinian fighter and bomber aircraft throughout daylight hours. To combat them we had the Seawolf missile; however the environment we were operating in did not let it perform to the best of its ability. To over come this gap in our defences we armed the GDP crew with small arms - more to give them something to do than anything else. After all, what chance have you with small arms against supersonic aircraft?

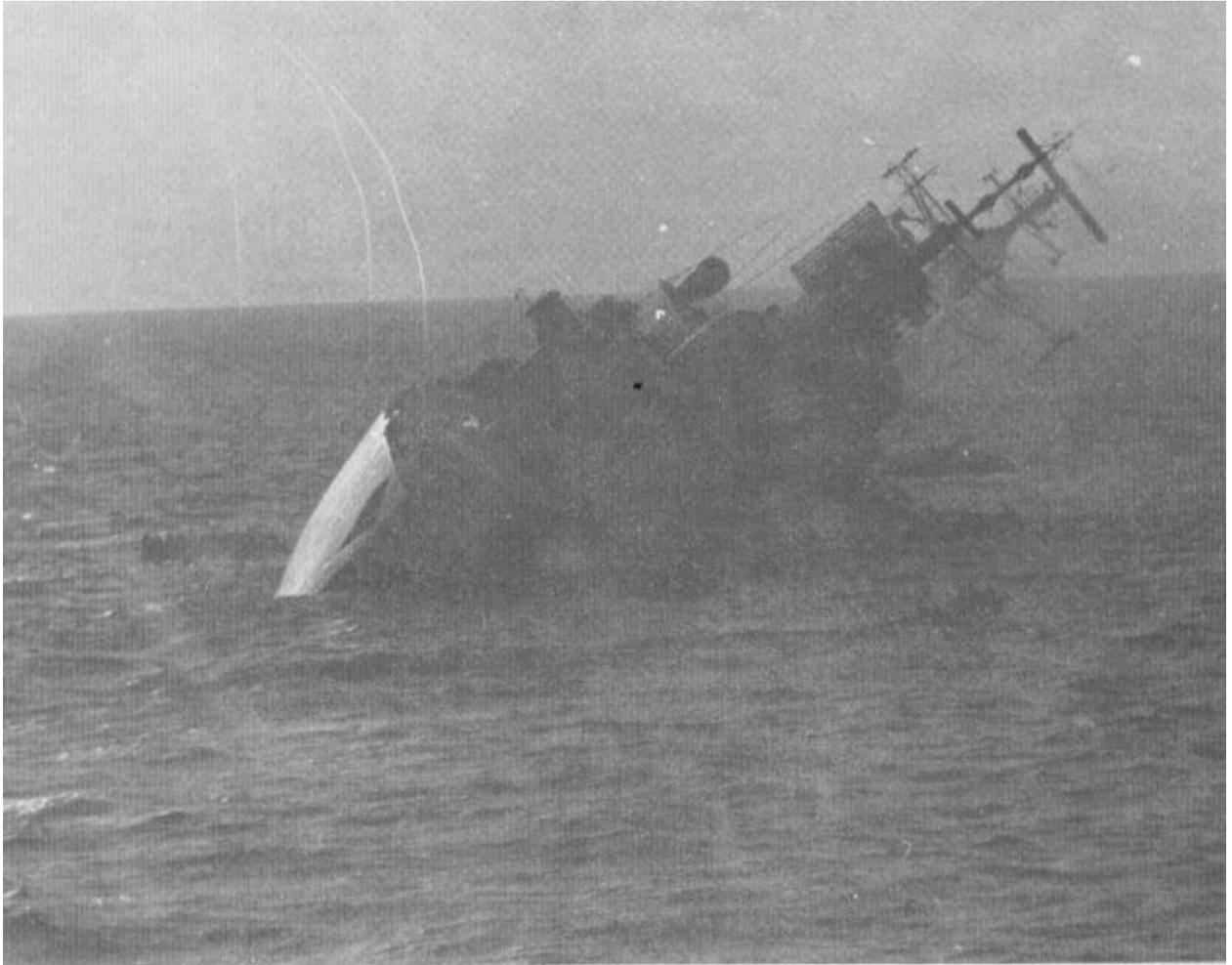


The first raid of the day came in. Seawolf, with the help of L/S BALL took the left hand target, which left two for the riflemen and 40/60 crew. The aircraft, flying at 15 feet above the sea, sent a trail of cannon fire snaking its way in splashes of water towards the ship. Undaunted the GDP crew stood its ground, matching fire with fire, putting up so much lead with 40/60, GPMG and SLR, that the planes would have to fly through it to reach us. Only at the last minute did the brave gunners take cover, as the cannon fire raced its way up the ship's side and into the screens around the flag-deck. Once the planes had gone overhead, the team were on their feet again, recharging magazines, and checking all the gear. Those with shrapnel wounds were taken below; to come back minutes later, ready for more action.

And more action they were to have. More waves of aircraft were to attack during the long remaining hours of daylight, and yet the courage, spirit, and sheer staying power of those young men never faltered once, and were it not for the wall of lead that they bravely threw up into the sky, and through which the enemy had to fly, the pilots' aim would have been better, and their bombs might have found their mark. This was however only the beginning.

The next day we combined with HMS COVENTRY to act as a radar picket and anti aircraft missile trap to the north of the Falklands and the following day it was back to Bomb Alley to provide close AA protection for the ships at the Beachhead. Once again we came under heavy air attack, and once again the GDP crew did their job, quietly and efficiently, helping the ship combination to "splash" two A4s and five Mirage. The next two days were spent again with the COVENTRY on Air Picket duties and on the evening of the second day it happened. Four A4 attacked us, and two managed to get through our defences to hit the COVENTRY with the result that we know only too well. Having picked up the survivors, with the help of many brave helicopter pilots, we transferred them, and were then told to make our way back to the Carrier Group to "lick our wounds". We had also been hit by a bomb which fortunately did not explode and which miraculously injured no one onboard.

Many things will be written about this Operation, and many feats of herosim have been reported. The Canteen Manager of the ARDENT did a fine job and the world knows about it: the GDP crew of the BROADSWORD did a fine job, for five times longer. We are proud of them.



THE COVENTRY RESCUE THE GEMINI IS IN THE FOREGROUND RIGHT

Here is an account of that COVENTRY rescue seen through the eyes of a young Able Seaman (AB COPPELL) who was assisted in his Gemini rubber outboard dinghy by MNE WILSON.

COVENTRY left it too late. She fired Seadart-, but more to frighten the pilots than anything else, but it didn't work. They had two direct hits amidships which crippled the ship. We pumped thousands of rounds at the Skyhawks but it didn't seem to work. The COVENTRY seemed to lean over to port quite a lot and then they abandoned ship. We were told to go and look for survivors floating in the water by Gemini. When we were heading towards the COVENTRY we noticed two 30 Man Liferrafts stuck alongside. By this time the ship was almost on its side and threatening to crush the life rafts, so we went to the rescue.

The first one was amidships, which was in the most danger. The men inside were badly burnt, some of them panicked and jumped out but we pulled them into the Gemini. We thought the ship was going to explode at any moment: there were flames and heavy black smoke coming out of the funnel but we carried on with the job and somehow managed to get them to safety. We used a small nylon line to tow one 1 if era ft clear of the ship and we left them our paddles to stop them from floating back into the sinking ship as we returned to BROADSWORD to drop off survivors.

We then went back for the liferaft at the forward end of COVENTRY which contained her Captain. About 16 of them came aboard the Gemini (which was only made for 7 people) and 10 more were hanging onto the side. We couldn't pull ourselves away from the ship as there was not enough power in the engine. The helicopters used their downdraft to blow us off until we could make some headway, and we tried to tow the liferaft but the line snapped, and there was no going back to rig another one, without endangering ourselves and the other people in the boat. It took about 45 minutes to get 1000 yards; the boat had six inches of water in it; the engine was straining, and some of the people clinging to the side were freezing to death so we had to drag them aboard. We were then badly overloaded and threatening to capsize, but we managed to reach our seaboard which was straining its engine pulling another liferaft. Our first job was to get the men out of the water. These were winched up by helicopter and flown to safety, and another gemini came alongside and took half our survivors.

We though our day was over until we go the propeller fouled with some rope which had to be cut off. We finally cleared the prop and returned to BROADSWORD and the warmth within the ship. The Gemini had eight inches of water in it, the motor was almost worn out and the boat had broken its back. Our thanks to the helicopter pilots who probably saved our lives and the lives of many others.

And now to that other exposed position. The Flight Deck, which in fact took the brunt of all attacks on BROADSWORD and sadly was the area where we sustained most casualties. This account is by one of the Flight Deck team.



JAKE AND THE BUFFER DISCUS ING "OLES "

The first encounter with the Argentine Air Force took place soon after lunch on Friday 21st May, when the Flight Commander and Second Observer had returned from a coastal search between Pebble Island and Cape Dolphin. Suddenly a Pucara counter insurgency aircraft appeared from ahead, screaming down the starboard side, dropping bombs well short of RFA FORT AUSTIN before disappearing over the hill and into San Carlos Water itself, where it fired rockets at ARGONAUT, and escaped apparently unscathed to the south. Not long after that, wave after wave of Mirage fighter/bombers swept down on us - three separate attacks being directed at BROADSWORD herself. The first of these three came in from the starboard side. We had a GPMG and two LMGs back aft. The whole of the Flight's attention was drawn to these aircraft whistling past, clearing the top of the mast, and departing to the south west to return to base. Many rounds were pumped into the air in the general direction of the aircraft. It all seemed much like a Portland exercise. We may just as well have been firing blanks at incoming Hunters in a low level exercise. The next wave was to change all our minds.

AEM WEST and myself were following the path of two A4s, sweeping down the starboard side, clinging to the cliffs, well out of range. As I watched them turn, I noticed that WEST was crawling towards the hangar. Indeed, there was no sign of anyone around. Looking right behind me, over the port side, I could see why. Three Mirage were heading straight for us, the left hand one obviously heading for the flight deck and the exposed helicopter. There was only one sensible course of action but rather than head for the hangar, I ran up the starboard waist, collapsing on the deck. Picking myself up and counting the Mirages passing overhead, I ran to the hangar to see what, if any, damage we had sustained. In the hangar was a sight I had never before seen, nor ever wished to see again. Several of the team had been hit. Mercifully the injuries were not as serious as the amount of blood led one to believe.

The third and final attack that day was again pressed home by three Mirages, this time from the starboard side. We were few and far between on deck by this time. The Flight Commander was to my left, manning an LMG, whilst I remained closed up on the GPMG, but without a belt feed man. As the three aircraft closed, one conspicuously broke left, again aiming for the flight deck. Again the starboard battery let rip, only to see the aircraft 30mm cannon open up, and a bomb drop. That was enough for me - rapidly turning to my left, I launched myself under the hangar door. A few moments later, I poked my head out to see if all was well, but the Flight Commander had been hit in the fleshy part of his chin by a piece of shrapnel, and had to be rushed forward for attention. There had been no cover for any of us. It has been an almost futile gesture. Even so it was a help-so much so, that one Mirage was splashed by a combination of 40/60, GPMG, LMG and SLR fire.

The Saturday was much quieter. HMS COVENTRY and ourselves were deployed to the north of Pebble Island, to act as a Missile trap, with COVENTRY's SEA Dart acting as an attack weapon.

On Sunday morning the 23rd, we found ourselves back in Bomb Alley, ready to take out any marauding Argentine aircraft. Once again, our Lynx departed on a coastal/surface search to the north, again finding nothing in the area. Having picked up two Fighter Controllers from FEARLESS (ex ANTRIM) the cab was tasked to investigate three contacts to the north of the AOA at about 50 miles, returning to land on ANTELOPE. That was when the fun started! Air raid warning red was piped minutes after they had shut down on ANTELOPE's deck. During several attacks by A4s, ANTELOPE was hit, port and starboard, by unexploded bombs, (one bomb hit the Air Conditioning Unit, allowing inert Freon gas to escape). This immediately caused a gas alarm. Our poor crew, minus anti-gas respirators, were in two minds whether or not to leap over the side and try to swim for it. The mere fact that they were standing talking about it of course meant there was no gas present, and they finally managed to leave for BROADSWORD; but not before having a good look at ANTELOPE's pole mast, which has been bent virtually double by an exploding A4, taken out by a combination of BROADSWORD and ANTELOPE's small arms fire.

Tactics again changed on the 24th; back to our original missile trap to the North of the Sound. We had very little activity, although the two FCs we had picked up earned their keep by controlling Sea Harriers into incoming raids, and successfully shooting down 7 aircraft.

This plot was repeated on Argentina's Revolution Day the 25th. We remained in defence watches until required to close up at Action Stations. Our first call being at 1234. Two aircraft had been detected 20 miles to the south, and closing. COVENTRY fired two Darts: lockouts sighted one parachute while the other aircraft was tracked by radar heading back over the land. Things then happened thick and fast, at 1800 - Air Raid Warning Red; 1805 - raid now west at 80 miles closing at 450 knots, CAP intercepting; 1820, and we are under attack; 1822, one UXB come inboard from the starboard quarter, exiting through the flight deck, taking with it the nose of XZ 729; 1825, COVENTRY has been hit and was listing to port.

The raids cleared, and we went to pick up survivors from the now capsizing COVENTRY. She lies on her side, a Wessex 5 resting his front wheels on her port side, winching men out of liferafts trapped by her Sea Dart launcher. There are a total of 10 helos dotted around the sky, picking up survivors who have drifted away in bright orange liferafts; checking pieces of flotsam to see if anyone maybe clinging onto them; more are heading in from the AOA.

The job of recovering the survivors continued on into the darkness. By last light the majority had been recovered, and were hustled below, stripped, showered/bathed to warm them up, and fed. It was not until nearly two o'clock in the morning that we finally saw the Ship's Company of HMS COVENTRY depart in an LCM to be taken to a holding vessel. I have never been so moved as when those men sat, huddled together against the chill winter's night, kitted out in borrowed clothes and shoes, with Pusser's towels and blankets, gave three cheers for 'HMS BROADSWORD' not once but twice. Even as they pulled away into the darkness, those unfortunate souls were clapping and shouting their thanks to those of use left on deck.



A "JUNGLIE" PICKING UP SURVIVORS

I realised how close the enemy aircraft were when the Bofors opened fire. The next sounds to reach my ears were yells: "Take cover".... "Hit the deck." immediately followed by a series of sharp cracks. This was coupled with a sound which I can only describe as a handful of ball bearing landing in a tin bucket. Shrapnel is certainly no discriminator of metal or flesh as we quickly found out. Hearing a number of moans I tried to open the Magazine Door into the Hangar, but one of the Flight had fallen in front of the Door only allowing me to partially open it: just far enough to get my head out to see what was going on.

The sight before me then I will never forget. It appeared that everyone had been hit in some way, and it was obvious there were a lot of people in pain. I thought, "My God. They're all dead". After informing HQ1 we had casualties in the Hangar I made my way to the Hangar via the Air lock and by this time everybody who hadn't been hit, and even some of those who had, were attending to the more seriously injured. I will always remember the calm and businesslike manner of everyone in the Hangar that day, including the casualties themselves. They behaved admirably: all doing a lot to help themselves and staying calm and collected, many still showing a sense of humour. Though being a "Fishhead" I was very proud to be closely involved with the "Waffoos" through that and other incidents on later days. Their support and sense of humour were invaluable.

And now we move between decks, firstly to the Operations Room from where, in semi-darkness the Command operates the ship's sensors and primary weapon systems. It is a 'Star Wars' sort of place, computerized and luminous. This is how we prepared for war*

THE OPERATIONS ROOM

The ship joined HERMES and INVINCIBLE a week after leaving Gibraltar; inevitably, being in company with the two carriers, the Gloom Room boys were working a two watch system much earlier than the rest of the Ship's Company.

The journey South was used to refine procedures and become familiar with the other ships in the Task Force. We set up the "War Office", the fount of all buzzes terrifying and true, frightening and false. SOO and SCO pinned up the charts, made their flags and markers and prepared for paper action.

A sunny respite was taken at Ascension when all that was black. was painted grey and final touches were made to suntans. We estimated two weeks at Ascension awaiting the Amphibious forces; after a day we set off South again and within hours a periscope (?) was sighted and the realities of the situation were dawning on us*

No submarine was detected but Soviet and Argentine surveillance confined. • The Russians used their large Bear aircraft and the Argentines employed Boeing 707; as they approached the carriers they were escorted off by Sea Harriers. But these were highlights in an otherwise monotonous routine - there were daily exercises but nothing to delay the plod into the ever increasing cold of the Southern Atlantic *

The Roaring Forties produced some rough weather; for the benefit of TV we closed HERMES and increased speed to generate some spray and to "take it Green" * So much so that the First Lieutenant snapping away with his camera in the shelter of the Bridge Wing was drenched by a wave that came over the top of the Bridge! Much delight and amusement for those within the Bridge.

Helicopters were flying round the clock transferring stores and personnel from the RFAs and it was a sad incident involving a SeaKing 4 that, nonetheless, demonstrated the thoroughness of Portland Training. The aircraft had, unbeknown to any ship, flown into the sea just after dusk. The pilot sitting in his dinghy had released a red flare as we passed him about a mile away. "Red Flare Green 90" yells the OOW, ASWD deep in a long watch reverie comes to with a start "Take TCMs" he bellows. (Torpedo Counter Measures, in an ASW Exercise the firing of a torpedo by a submarine is signalled by a Green Flare).

We were involved in the search for the ditched helicopter and its crew for some time, eventually handing over to HMS YARMOUTH. Only the pilot was saved, nothing was found of his crewman, our first casualty of operation.

As we approached the 200 mile zone we received the great news that South Georgia had surrendered and the Submarine Santa Fe had been destroyed with no loss of life. "We' ll wrap this up and be on our way to Singapore via Simons town in no time" thought the optimists.

May 1st and battle commenced, well for some; ships were despatched inshore for bombardment and to chase a possible submarine. We stayed in our usual station close by the HERMES. Some aircraft were shot down (Argentinian that is) and ships were attacked and slightly damaged and both sides withdrew to think about it. In the Ops Room we listened to fighter pilots and the bombardment ships some 100 miles away, it hardly seemed real; more like the games at DRYAD.

The warmongers amongst us were thirsting for action and the chance came on 9th May when we went inshore with HMS COVENTRY to lay a missile trap for Argentine aircraft and to bombard Stanley. The weather was cool and overcast with poor visibility and although COVENTRY fired 3 Sea Darts the results seemed inconclusive. Late in the day a helicopter was detected by the radars and was confirmed as an Argentinian Puma helicopter; we pointed this machine out to COVENTRY who destroyed it with a Sea Dart. We watched the event on the Seawolf TV system in Black and White, it all seemed so unreal.

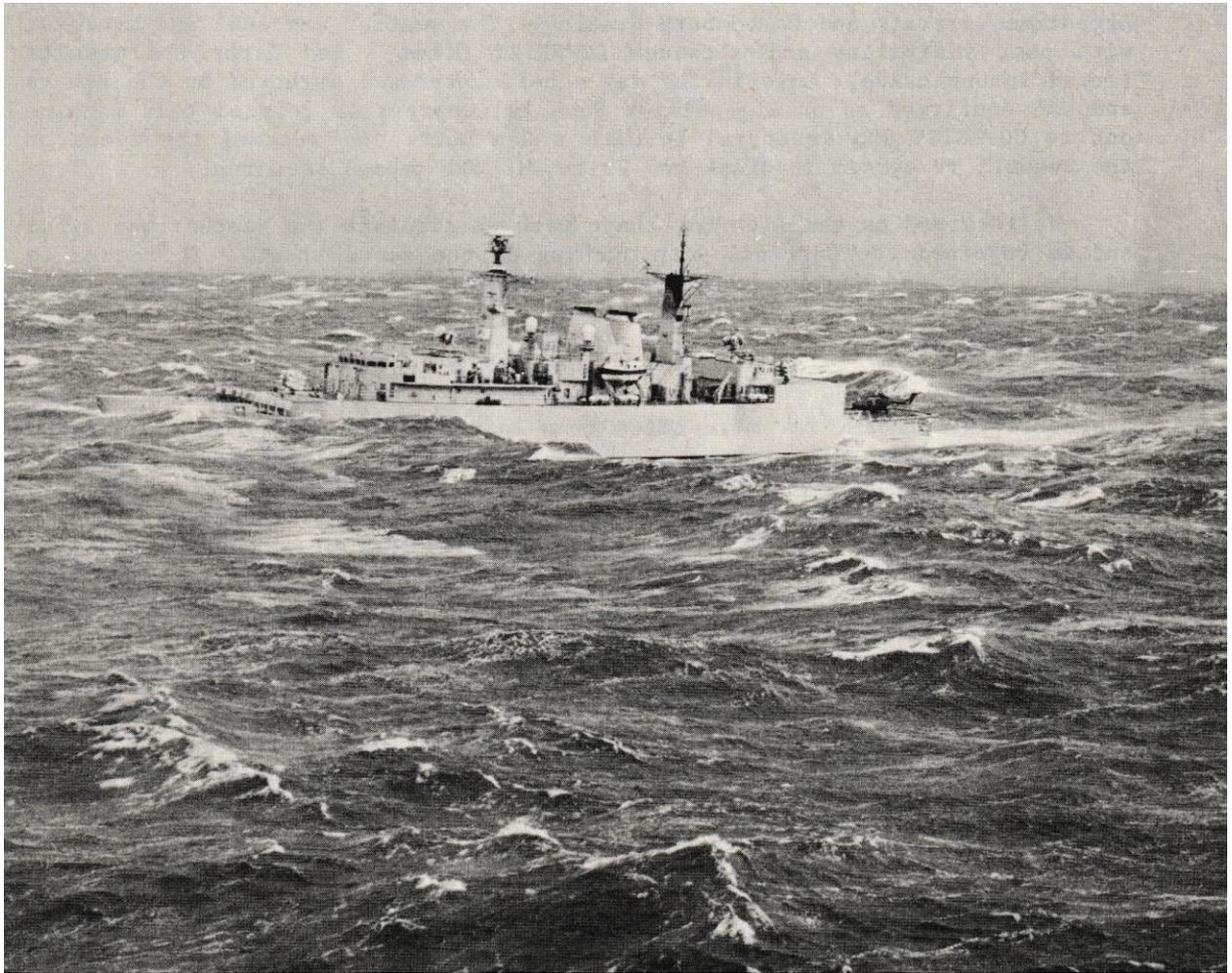
We returned on the 11th but there were no aircraft the weather was awful and we rejoined the Carriers with nothing on the score sheet. It seemed to us then that we would spend the rest of the war following HERMES' bulk around, mainly in persistent fog. We followed her to Pebble Island and later we followed INVINCIBLE to Beauchene Island, and back.

20th May and we joined the Ships taking the troops to San Carlos; another eventful day, far more quiet than an exercise. By daybreak on 21st, 3 Commando Brigade were streaming ashore and the escorts were waiting for the expected air attacks. Never having been under air attack before nobody knew really what to expect; and then they arrived "Air Raid Warning Red, Aircraft in the Sound" became a familiar call. We operated in the Sound, in San Carlos Waterway, off the coast and towards the Western Islands. All the daylight hours were spent at Action Stations waiting for the aircraft; the weather was perfect for them we saw the ARDENT, ANTELOPE and COVENTRY go under and yet in the gloom pressing buttons watching it on radar and TV, listening to the radio circuits and the gunfire it hardly seemed possible. Even with COVENTRY's sad survivors littering the decks the truth of what was going on was hard to believe; even when the bombs were so close on the TV that they were out of focus and filled the screen and the dreaded words "Take Cover" we all ducked the wrong way. The TVs are on the starboard side but the bombs were coming from the port side, we all ducked to port away from the TV!

With COVENTRY sunk and a huge hole in the Flight Deck we were withdrawn back to follow HERMES, feeling guilty about leaving the others behind in San Carlos. But for all their success the Argentine Air Force seemed to have had enough, their attacks on the ships became very infrequent and were from high level - very inaccurate. Perhaps we had all stood our ground long enough to make them back off and search for easier prey.

The rest of May passed, June and Surrender Day, we still followed HERMES * Then release from the Task Force and homeward bound, still following HERMES.

Each air raid seemed to be over in minutes. In fact we often closed up at Action Stations for several hours at a time and were amazed when it was all over that time had passed so quickly. The next account is of an airraid as heard in the Operations room.



“ AND THE WEATHER WAS AWFUL ”

THE GLOOM ROOM

Once we had got into the swing of things the routine for action was very much the same. It would invariably start with an announcement on the main broadcast.

PWO speaking, "We have intelligence reports that an air raid has been launched from the mainland and can be expected in the **area** in about 30 minutes time - the ship will therefore go to Action Stations at 1545".

There is something nice about walking to Action Stations - its so much more dignified than a breathless heart stopping run to the noise of the main broadcast alarm. The PWOs announcement gave one time to finish off the paragraph of the letter, put away the book, secure the bunk, button on the life jacket or slip into an extra pair of overalls. It was like a gladiator preparing to enter the arena•

On the way to the Ops. Room you always passed friends taking advantage of the warning and moving to their own places.

"Give them hell from me"

"You bet, just wait till I see the whites of their eyes"

"Hi, Bill, hope the Seawolf works" "I f.....g hope so, its

time we got another b...r!" "See you later" "Ok".

In the Operations Room the lights are dim and there is an air of concentration. They have been closed up as a Defence Watch since 1200 in any case and there is an air of expectancy of some action to relieve the boredom. The Captain is in his chair looking down at the display and he is monitoring "button 7" the Task Force Commanding \ Officers special radio network. Each of the displays is manned and there is a buzz of reports being made as the tempo of the action increases.

On Command Open line the reports are becoming more frequent. The PWO operates the main broadcast alarm and calls the ship to Action Stations. Reports came in as people close up at their positions and report that people are in place, equipment ready. When all is done and the flow of reports stops the PWO gives a sitrep.

PWO speaking, "The raid we are expecting has still not been detected by any of the force radars. HERMES has launched an extra pair of CAP and they should be with us in about 15 minutes time. That is all".

There are a few minutes silence broken only by the odd operator clearing his throat or bumping his microphone.

"Captain, Sir, Golf Six Charlie has just called hostiles at 330*25" "Golf

Six Charlie is ANTRIM?"

"Yes, Sir - that means the raid is about there - they don't appear to have released it to link yet"

"No - I see, lets wait"

"There they are, track 2043"

"Roger"

"EWD this is Captain, anything on about 330" "Not yet"

Sir, we have Blue Fox on 270" "Roger - at least we"

have some CAP in that direction"

"PWO this is HC. Red Leader reports he has two Mirage visual and is going "buster"

"Roger - now for some action - I hope he gets them".

Still no word on the other raid. The Captain briefs the Officer of the Watch.

"OOW we have some raids developing to the West. CAP is engaging one, but another which we had a few minutes ago on radar has gone low and must be fairly close by now. Good look out in the Sound please"

"Roger, Sir"

The same message is passed to the SCC and silence settles again as the tension increases and eyes strain for that first tell tale blip on the radar.

"PWO this is HC. Red Leader reports he has splashed one Mirage. The other ditched his bombs and fled for home"

The word flashes round the Ops. Room. The Incident Board Operator tells HQ1 and a faint cheer can be heard from inside the ship. The Captain brings us back to the job in hand.

"I'm **still worried about that other raid - where** the hell has it gone?"

"Must **be to the South Sir**" We wait. And **wait**. And **wait**. "AIRCRAFT IN THE SOUND"

They are here, the Officer of the Watch *s report is urgent, his voice showing the extra tension. The upper deck batteries check their guna . Anti-flash is pulled tighter round the face and pulses quicken. The PWO quickly makes a main broadcast announcement.

"Air Raid Warning Red - On Anti-Flash"

The concentration is now intense • Eyes peer from slits in Anti-flash, people stand up to get a better position at their displays. Here we go - hearts beat a little faster and like sprinters at the beginning of a race minds concentrate on the single job in hand - shooting the attackers down.

"Aircraft to port - closing fast"

Guns can be heard firing faintly - the raid must have gone towards another ship.

"Further two aircraft - red 40 - coming at us"

At the Seawolf panel the alert buzzer sounds. Above our heads the port 40/60 Bofor starts firing with a steady beat and we can hear the empty shell cases changing on the deck above our heads. The small arms now start as well - this one must be close and coming straight at us.

Seawolf fires.

On the Seawolf TV there is the image of an aircraft so close that it fills the screen.

"Christ this is close" "Go

Seawolf go"

The involuntary urgings came out loud on Open line as does the shouting on the bridge.

"Take cover"

"Look out"

"There are two more astern"

"Where?" "Christ"

"Port on Starboard" "Starboard

quarter. Green 160" "Yes, have

got - track 2045" "TI for gods

sake"

The small arms firing is intense, 40/60 cases clatter on the deck and there are the sounds of feet pounding above our heads as the upper deck batteries dive for cover.

There is a loud whoosh as an aircraft passes overhead. People in the Ops Room duck involuntarily and the Starboard battery opens up as the Port Battery falls silent • We know the raid has passed and is now opening on the other side.

There is a crumping sound and just faintly at first we can hear some cheering.

"Captain, Sir - Officer of the Watch"

"Captain"

"The First pair of aircraft went for YARMOUTH who engaged with small arms and Sea cat.

Our Seawolf also went very close and one aircraft seems to have been hit. We think It might have crashed just out of our sight in San Carlos Sound. The second raid bounced us from fine on the Starboard quarter. We seemed to do quite well with small arms but one aircraft dropped two bombs which landed about 20ft on the port beam and exploded in the water".

"Roger - thank you - keep a good look out". So thats what the crump was - another near miss. "Captain - Sir - PLYMOUTH are reporting one aircraft splashed on AAWC"

A small cheer goes up in the Ops. Room and the report, heard on the Bridge is passed to the GDP crew. A louder cheer goes up.

People relax a little, but thoughts are reconcentrated on screens and controls. Still another four hours of daylight, still more raids to come.

The SCC reports that a general search for damage is being made throughout the ship. Someone mentions tea and another asks how many Argies have been shot down today. No one knows.

We remain at Action Stations for another three hours. There are no further raids.

We live to fight another day.

SWEO

A.S.W

The references to a multl threat environment points up the Ops. Room's involvement with threats above, on the surface, and underneath the sea. The next poem comes from the men concerned with the threat from under the sea:

THE REASON WHY

Within this small dit There is sadness
and wit It's about the TAS Division
Making their decision Whether it is a
submarine or whale Or another bank of
shale

Now the subs got away we think But poor
whale, he we did sink. It was not for thirst
of blood For he could have been a sub.
Because of his size this innocent bystander
Is exactly the same as a Two-Oh-Niner.

The characteristics of his echo below Show
that of a submarine, you know, So chances
could not be taken; The whale's life had to
be foresaken. By taking poor Moby's life away
BROADSWORD was sure to fight another day

Still in the Operations Room, but now over in the opposite corner, our next piece comes from the 'hush hush' Electronic Warfare console. This is the blackest of naval arts but it is a war winning area.

THE GOLLIES

Much preparation was done to familiarise EW Operators with the Argentinian electronic Order of Battle before reaching the TEZ but the greater part of the knowledge gained remained unused as their Navy did not venture out beyond the 12 mile exclusion zone imposed by our Government. The usual problems of EW were compounded by the Argentinian equipment, most of which is European and some of it British. However it was EW which provided the first warning of numerous air raids and which alerted the Force as to the type of aircraft closing for attack.

One of the electronic countermeasures against Exocet (which was one of the enemy's main anti ship weapons) was the use of rocket launched "chaff" (of which more in the next piece) which was used successfully on at least one occasion. However the reader may be amused to hear that the accidental firing of chaff on one occasion elicited a naturally rapid response from some members of the ship's company, who naturally assumed that we were suddenly under attack! The firer is still trying to live the incident down.

And now for BROADSWORD's SECRET weapon! One aspect of Electronic warfare is Chaff - an induced radar echo that looks like another ship to a distant enemy but is in fact only a cloud of shredded tinfoil. Chaff is usually fire by rocket, but

I thought to fire "chaff" from the funnel was impossible and when I was told that the funnel was going to be my 'off watch' Action Station I thought it was all a big joke!

However my equipment for firing the "chaff" proved to be a wooden 'U' shaped tube connected to an air hose and bottle. The idea was that I was to poke the tube through the funnel, turn on the air and then let the heat from the funnel gases take the "chaff" cloud into the air around the ship.



In fact I never actually had the chance to fire it! I'm not complaining but believe it or not being up in the funnel is actually quite frightening. The only way that I knew when to fire it was by a small light which was operated from the bridge, and I spent many hours waiting for the light to go on. I had no means of communication with other positions so I was alone with no idea of what was going on around me.

My most memorable day, and which I'll never forget, although I won't forget any of my hours in the funnel, was on Thursday the 6 May. I was off watch, during the dogs when Action Stations were sounded at Air Raid Warning Red. After grabbing my AGR and life jacket etc I ran towards the funnel.

I was half way up the ladder when a "chaff" rocket was launched from below me. My heart missed a beat and I froze to the ladder. I had no idea what it was. I started to climb further up the ladder when another rocket was fired and again I stopped, perhaps in fear I don't know, and then after a few seconds I started climbing again to the top. It was only when I got my breath back and waited for the light to go on that I realised where I was and what had happened. Alone in the dark those rockets could have been anything. I was certainly glad when somebody came up to tell me Action Stations was over.

'Float, move, fight' are the priorities for a man o' war and so far we have only been concerned with the last, which whilst the most glamorous is arguably only third most important! Move down two decks from the Ops Room to 2 Deck we reach the main Damage Control deck, and our next pieces come from HQ1 and the For'ad and After Section Bases.

H.Q.1

Working in HQ1 on the Incident Board at Action Stations and being in contact with both Section Bases, and the Ops. Room, I received the first reports of imminent attacks and resultant damage. When the voice at the other end of the line says, "HQ1, After Section " (usually it's always Cook Crooks that's first) "Explosion aft, patrols out", you wait, wondering what sort of damage we've got; is it bad? The MEO and DMEO start to plan the ways to deal with floods and fires, and the Watch in the SCC all seem to be looking at the Incident Board. Then the reports come in. We have a hole in the after Cleansing Station, through the tailor' shop and through the Flight Deck. A bomb has passed through us without exploding* We breathe a little easier, but what other damage have we got? SMEO nips off and does his on the spot assessment and then all the reports come in, and the picture on the Incident Board tells the story. Looking at the Board and remembering what sort of damage the ARDENT, ANTELOPE and COVENTRY received and what happened to them, I wonder what the Portland sea riders would have to say. I know what I have to say..."Somebody got it wrong and it wasn't US".

Everyone in the ship knows where HQ1 is and what its function is. They now associate it either with pipes such as "Do you hear there. This is HQ1. Sit re p. We have received damage to the ship in the after section and this is being dealt with* All damage is under control", or with a certain Commander (E) suddenly leaping out on them with shouts of "Put on your anti flash", or "Don't you know you could be shot in war for leaving your Action Station".

For me though HQ1 at Action Stations, for real, even managed a number of amusing incidents. Such as closing up to find a Lieutenant and a Fleet Chief fighting as to who answers which phone and Commander (E) refereeing: or lying on the deck under attack and suddenly being asked "what kind of planes are they this time", or listening to MEO saying for the umpteenth time, "It's about time LMEM Barnes that this ruddy Seawolf got its act together" as the Bofors started banging away at a close range attack.

THE AFT SECTION BASE



"Hands to Action Stations" was a familiar pipe and one we all dreaded in the After Section of the Ship, but our first day at Action Stations was very quiet with no enemy action and we were all cramped out on the deck trying to snatch some "Z"s« We were all very confident about our ship's weapon system and had no worries about Argentinian Air attacks. But this was only the first day....

21st May. As the morning came up we had a quick look at San Carlos Bay from the quarterdeck, but there wasn't much to see, just rambling hills and the odd sheep, which made me think of camping holidays in Wales. An hour passed quickly by, which gave way to another familiar pipe, "Air Raid Warning Red" and hearts were beating fast, people were going to the heads like it was going out of fashion: Seawolf was fired; there was a moment of silence and then tremendous cheering. Seawolf had made a kill.

Two minutes later we heard the Bofors open up, followed by the sound of small arms from the Flight Deck. We looked at each other. ... suddenly the headset was alive with "Take cover", shouted to the rest of the Section, who hit the deck and then followed by the thudding of 30mm cannon shells ripping into the ship and planes passing overhead with a "Whoosh".

Then it was time to blanket search the after end. Damage was minor with holes everywhere, and then we discovered the dhoby had been hit, and that all the Flight along with the Leading Reg had suffered shrapnel wounds.

This was the first day: our initiation into the Bomb Alley "Suicide Squad". The days then moved slowly on. We had more attacks with no more damage and we had shot down several jets. It was on 25th May when we were all praying for darkness that Air Raid Warning Red was sounded and we were subsequently attacked with COVENTRY. A bomb passed through the ship shortly before COVENTRY was hit, causing damage to our hangar, helicopter and 2R passage and destroying the Tailor's shop. Everyone was surprisingly calm and men worked hard repairing our damage and tending to COVENTRY's survivors who were in very high spirits and who gave us all something to admire. We were very lucky the bomb didn't go off. That was one of our last days in Bomb Alley. We were tired but remained cheerful, and thankful we made it, though we will not forget those who didn't.

THE FOR'AD SECTION BASE



Although the For'ad Section did not receive much damage during the air attacks such as the other ships of the Bomb Alley Group were blessed with, the 27 man crew plus the occasional visitor in the form of Midshipman Dubois or Thre If all gave vital assistance when needed in other sections of the ship. Even through the long hours of waiting for the attacks to come the team did not show any signs of fatigue; even the ones who had been up on the long 24 hours of night defence watches and daytime Action Stations. The maximum sleep which any member of the crew had over the six day period in Bomb Alley was 18 hours, split up over three six hour sessions.

During the air raids the whole section hit the deck, hands over heads and waiting for the Seawolf to shoot from the launcher above their heads. When this did not happen and the dull "Thud, thud, thud" of the Bo f ors was heard along with the sharper "Crack" of small arms fire everyone listened for the loud explosion to happen. During the air attack on COVENTRY two bombs went off under the ship and the force of these explosions lifted us all off the deck* while the Section was carrying out a search for damage the Gas Alarm went off over the broadcast, causing the blood to drain from many faces. The alarm proved to be false, and looking back at the incident it was a funny sight to see everyone grabbing respirators, some with filters missing and some on upside down.

A sit rep from HQ1 gave us a rough estimate of damage to the ship and, most important of all the report that there were no casualties. The ship was then standing by to pick up survivors from COVENTRY. The men of the For'ad Section carried out their orders with great speed and discipline, which made the job of co-ordinating and directing from the Incident Board a much easier task. Great courage was shown by everyone that day, even when told that there was another attack on the way.

What started out as Just one more For'ad Section base, that took 20 minutes to close down to 1Z, changed to a very effective team in a very short time, managing to close the whole Section down within 3 minutes and able to cope with everything that was thrown its way.

PS. Thank you to the Chefs for all they did during the Campaign, Through thick and thin they always managed to come up with a 'HOT' meal, and tea just when it was most needed.

That: postscript takes us on to the Supporting Services: the Galley which appeared to run a special line in Porridge, and the First Aiders in their Crusader like red cross surcoats.

THE RESTAURANT AT THE END OF BOMB ALLEY

Usually the scene of great activity during normal working days, the Main Galley coasts along, come the proverbial Hell or High Water cooking about 700 meals a day and rising to 900 during Defence Watches. Supervised by Petty Officer Cook Fudge (John) and manned by two Leading Hands and three Cooks, plus of course the Petty Officer Caterer Jim Goodwin and his dedicated organising team of Speed Feeders. During the recent turmoil, when we went to Action Stations nearly every day, the Galley produced a hot meal, on time, every time, even when the pipe "Hit the deck" was heard throughout the ship.

Pot mess immediately springs to everyone's mind but in fact the normal menu of three choices for each meal was adhered to as far as possible. The driving force to keep this machine running smoothly was not only supplied by the PO Cook but also by the Divisional Officer who frequently visited and sometimes even had his meal behind the counter, and by the boss, Lieutenant Commander A D Johnson, that mysterious person who always had a packet of Polos in his pocket (as well as an AGR full of fivers!) even when the NAAFI had been closed for hours.

The galley came in to its own when BROADSWORD played willing host to the survivors of COVENTRY, producing an extra hot meal for everyone, which goes to prove "always keep a little something in the fridge, as you never know just who might drop in to dinner"!

Due to the long period spent at sea, there were inevitable cut backs but the galley managed and even the ship's company didn't seem to mind that much, but 'a sailor is never happy unless he is moaning'....

However, an outstanding discovery was made by the Chefs, courtesy of the Argentinians.

JACK CAN SURVIVE WITHOUT CHIPS !!!

Well done boys. And next, the

Sawbones:

THE AFTER FIRST AID PARTY

The two dates, 21st and 25th May will stay in the ship's company's memories for a long time. Not least those of the After First Aid Party.

The First Aiders were split into two groups; one of four including the POMA John Wicks in the Sick Bay, and the second just the PO Writer and one up in 1M Flat. On the 21st we received reports of casualties and soon members of the Flight appeared from the Hangar, together with others from the Laundry and Tiller Flat. The 1M Team dealt with the more seriously hit Flight members, sending them along to the Wardroom for attention from the Doctor, and the Sick Bay party handled those casualties from 2 Deck and the lightly injured Flight members.

Luckily of course all our casualties were "relatively" light, and when we had done what was possible in the Sick Bay those not yet ready to return to Duty went down to the Petty Officers Mess which was in use as a holding area run by the Captain's PO Steward and a couple of men from the Action Messing Team. In all 16 casualties were treated from this raid.

By the 25th we were of course comparatively hardened fighters (!) but down aft we thought our final hour had come when with a loud bang that bomb entered the starboard side and exited through the Flight Deck doing a lot of damage on the way but fortunately causing no casualties. Our relief was cut short however when we heard that COVENTRY was sinking and that we were to pick up her survivors. There was a detailed plan to deal with this and all the preparations were put in hand.

The Flight Deck was of course unuseable for helicopter casevacs and some changes had to be made but very soon survivors were pouring in from what seemed like every direction at once, but there were so many volunteers from our crew to do anything to help, that soon it was all sorted out, and things went swiftly and efficiently until all survivors were onboard and being looked after.

THE FOR'AD FIRST AID POST

The FFAP complement met in the Wardroom at Action Stations and consisted of Surgeon Lieutenant WOODRUFF, Jake (The Vicar) and four duty ambulances from the S&S. The Wardroom is easily transformed into its designated wartime role, equipped with nearly everything to do a heart transplant (well nearly!), to give you some idea of what the Wardroom is like, then imagine the austere surroundings of an NHS hospital - well that's like the Sick Bay; where we are as in fact more like a private clinic!

For most of the period we were closed up, some of our members were in total oblivion, in the Land of Nod. But for the days when HM Ships ARDENT and COVENTRY were sunk, in which our ship was involved, our motley team came together, and the First Aiders became the well oiled machine they were trained to be. Those few weeks showed that when it counted we were there, with our distinctive surcoats of white with red crosses, looking either like a target, or St George riding off after the next Dragon. We seemed always to be in the thick of the battles, giving rise to, 'Ships may come, ships may go, but BROADSWORD lingers on forever'. One small point to end on however. The Argentinians were always very inconsiderate, as their attacks always seemed to be either at the start of a meal, or whilst glancing at the attractive estates in the Wardroom's edition of "Country Life"....

AND IN SUMMARY

Our Doctor had joined in January for the Singapore deployment and in this as in so many other respects we were therefore well prepared for a long absence from UK. However extra medical stores were needed and these were

delivered at Ascension, and from then on the Doctor and POMA were busy training first aid teams, preparing the Sick Bay and Wardroom as treatment areas, and making sure we were all in date for our jobs!

Our own casualties came from the two air attacks during our first day in Bomb Alley. Four of the ship's company were sent to a hospital ship, one returning after ten days and the others returning to the UK where they all made speedy recoveries•

The second call for the medical teams came during the rescue of COVENTRY's people. All had reviving hot showers before being clothed and fed and then being looked after by the whole ship's company. The injured were all seen in the Wardroom with about 20 being flown on to the hospital ships. The remainder were later transferred with the rest of their shipmates to the RFA in San Carlos Water.

The Ops Room, where we were earlier is of course only the tip of the iceberg! The concealed 90^ is the WE Department which ensures that the operators actually have the wherewithal to fight. Missiles, torpedos, radars, radios and guns all work, only because of their efforts. Read on:



I suppose the Department's work started at Ascension Island where we fully stored for war, with missiles and torpedos being put in all the places one should not put them! We even had a supply of the newly introduced Sea Skua, air to surface missiles to play with.

As soon as defence watches began the department was split **three ways**. The day work hands, watchkeepers, and our own local "councillor" **loaned to** the Town Hall Cleansing Department, as "Starboard Watch Co-ordinator". How did the watchkeepers amuse themselves when not sleeping? **You** may well **ask!** Apart from RAS(L) and RAS(S), missile humping, and drying out trackers, they managed to find time to repair some 300 to 400 headsets, a **dozen or so** handsets, repair and rebuild three 15" signal projectors and numerous **pairs** of electronic ears for the Engineers • Some even had time to sit, and pass, their PPE.

At Action Stations the Department regrouped to help the **ship repel** boarders! The main body was the WART (Weapon Action Repair Team to you!), with the Torpedo prep team, Seawolf maintainers and the hands for the Damage



Control parties who were spread around the ship. The WARTs were **kept in the** picture by the newly wired Command Open Line, and therefore had all **the hot** buzzes, such as "I think it's a Super E«... or an A4.... no it's not **it's the** CAP returning", and whenever Aircraft Warning Red was sounded a **mysterious** blue haze filled the Surveillance Office from numerous Benson and **Hedges*** (WEO never smoked his own).

The department managed to survive without any serious damage. Only a few communications were severed: 3R Mess could no longer hear the **dreaded** pipe "Call the Hands", as their mess broadcast was cut off by a **flying** 'visitor' who just happened to pass through the ship, and out again, **giving** the ship's Budgie a bloody nose on the way. SWEO had a cannon shell **through** his cabin but since it wasn't near his model ship he did not seem to **worry**. We were part of the ships team and are proud of what was achieved•

Seawolf is what BROADSWORD was really all about down there. The ship has two launchers and the next piece is from the after Seawolf System's Loading Crew.....

SEAWOLF



LOADING THE FOR'AD LAUNCHER

The Loading Crew used to sit/sleep outside the RU magazine in 02N Flat* When awake we used to discuss the probable entry point for an Exocet, and when a raid was reported we amused ourselves by playing poker dice. The only sound that broke the tension was the "clickety clack" of the bones on the metal deck. But nobody really believed that the Argies would get close enough to attack us, and certainly not to hit us. Another sound was added to the atmosphere all too frequently, that of the fault warning buzzer from the after tracker. Billy Whizz, or Bob MacGregor became blurrs as they tried to reset the faults before that cliché of clichés could be heard again on the Seawolf intercom, "radar, TV guidance fault cleared.... all green aft".

After the SHEFFIELD incident the off watch Ops. Room crew were moved down to join us, and then the off watch OOWs arrived with a Command Open Line. We were moved into the magazine, protesting at first, as I think **Billy Whizz** took some pleasure in clipping the door down and sealing the six of us in with six live missiles. The OOWs brought some yellow mats with them to lie on, but they some how found their way into the magazine, and L/S MUNN even found a blanket, and the magazine became a home from home. Of **course** inside we couldn't hear the Command Open Line or Main Broadcast very well, but we couldn't resist the temptation of making those outside think we could hear nothing at all!

Much amusement was found as a voice from outside shouted information that we already knew. It gave them something to do anyway! Looking back it's lucky that the ARGIES never had a missile that homed on us, because there were a lot of verbal missiles emitted from the after part of the ship.

Now we come to the fateful period May 21st-25th when the war really caught up with us. We had never bothered to wear tin hats before the air raid which strafed us with 30mm cannon. We had always thought that Exocet was the main threat and that Pusser had so far failed to develop an Exocet proof tin hat. We changed our minds when we saw the shrapnel that had been dug out of the after Seawolf launcher. If you looked in the magazine during the following raids all that you would have seen would have been 6 tin hats with feet as everyone tried to get as much protection as possible from them. After each raid Billy Whizz used to phone Jimmy Green in the forward Launcher Control room to see if he was OK. Jimmy was thought to be at the greatest risk when he crawled out from under his "Exocet proof rubber mat" to answer the 'phone. During the days in Bomb Alley a new pastime was developed that of predicting the time until dusk eg. "It will be dark in six hours" and after the next air raid, "It will be dark in 5 hours 45 minutes". A combination of a cold deck and tension caused everyone to have a frequent need to relieve themselves. We would have been great at putting out fires.

The time of the COVENTRY incident was the most harrowing, partly because **we were hit ourselves**. By this time we had managed to **talk** the sadists in 02N flat **out** of fastening all the clips on the magazine door. This was fortunate **because** when Billy Whizz's voice was heard shouting, "**Evacuate** aft. Everyone forward", we were in a certain amount of haste to split the scene. The remaining clips **were** thrown off the door and we **were all** out and down the hatches to 1 deck without touching the rungs of the ladders. It had **been** thought that **there** was still an unexploded bomb lodged in the after **part of the ship**. We found ourselves lying face down in the Wardroom flat- when **the** chemical alarm was sounded. We were all wondering why we hadn't **brought** our AGRs with us! After the all clear we went on deck to assist **with the** recovery of COVENTRY survivors. That was the last of our action **stations**. The ready use mag never seemed the same after we had **evacuated** in such a hurry.

To our dismay the after launcher only fired one shot in **anger**. That was **reported** to have run true towards an out of range Argie plane that was about **to bomb** BRILLIANT. The missile scared the Argie into dropping his bombs too early (Phew).

Now we are heading home, having suffered no fatalities, our thoughts are with those who did not make it. IT COULD SO EASILY HAVE BEEN US.....

A poem by one of the Deep Magazine crew;
THE WHITE FOREST

Sitting in the missile mag four decks down Are Curly and Lou who wear a
frown

Hatch battened up, all locked in They sit and wonder, "Will we
win?"

If we do n' t the n how do we get out ? There's no one here to hear
us shout.

After a while they stop wondering why; Only to wonder will they die.

If that is to be, then how will they go? Will it be quick, or painfully
slow?

Looking around at the white sticks of death, And with each bang, holding
their breath.

"Listen", says one "It's the sound of a key" Yes it's the one to set them
free*

Up the ladder, up to the top, Out of the hatch, two head s
pop.

"What's been happening?" "Where* s everyone gone?" Guess it's over. Guess
you've won.

And lastly a group of men who never really stopped fighting their war. In two watches from Gibraltar to San Carlos and back, we were never sure if their real enemy wasn't the Secure Voice system!

THE BUNTINGS

During the days of Bomb Alley the intrepid team of Buntings carried on with their normal tasks of voice operating, flashing light, reporting signals to the OOW and keeping a lockout generally, as in peacetime. One of our men was closed up in the After Seawolf Launcher Control Room with his chalkboard, chalk, signal pad, pencils, aid is lamp, portable radio etc. ready to man the Emergency conning position if ever that was required; which thankfully was never the case! In addition the 3 Deck signal crew were armed with SLRs and assisted the GDP crew in the destruction and damage of four of the enemy's aircraft * That these aircraft meant us harm can be seen from the 30mm cannon shell hole in the Signalman's shelter (see picture); a hole punched in moreover just as Sgt Leslie was moving in front of the shelter luckily he stumbled!

On the 25th May, after COVENTRY sank the buntings helped to bring survivor's aboard on the waists and boat deck, then manned lights and searchlights as darkness fell, as well as manning the seaboat to provide communications with the ship's bridge and helping to pull survivor's out of the sea.

We managed to establish direct voice communications on the Bridge with the hospital ship UGANDA and this radio circuit was used to pass vital medical information to and fro, and to give details of the helicopters which flew the 60 miles between us and the UGANDA.



And in the MCO

THE SPARKERS

The MCO staff form a very small part of the ship's company, two LRO(G)s and six R01(G)s. They are at the heart of every operation the ship does, providing the Ops Room with all their radio circuits so that they can have all the computer data they need, as well as Helo Control, AAWC, ASWAC and so on. However during the Operation our MCO had the workload of a much bigger ship meaning more than double the work usually experienced during an exercise, and of an intensity only briefly experienced at Portland! They had to change frequencies regularly of course, only to find our little friend, the Argy, already there 'spoofing'. All didn't go in vain however as we played the same game, monitoring Argie morse circuits to provide valuable Information for our intelligence sources ashore, and at sea.

And lastly, a poignant tale to bring back memories of the Cruel Sea....

THE FLOODING OF 3R MESS PECK

The normal high standard of tidiness and hygiene of 3R mess was badly disrupted by the inconsiderate Argentine Air Force on the 21st May 1982.

The day started off as normal, with cooks ditching half a ton of beer tins and making sure that the mess was secured for action. The ship went to Action Stations with 3R mess members closing up. Next came the air attack, strafing the port quarter with cannon fire, puncturing the shell of the ship's side very close to the waterline in the area of 3R mess. The rest of the day the ship's had to manoeuvre violently, resulting in large amounts of water seeping through the cannon holes into the mess.

Even after the after Section Base had made action damage repairs, the water continued to seep in because the only soft wood wedges available were square ones which were not adequate to do the job in the round hole!. This sorry state of affairs continued throughout the day.

At last "NBCD state 2 condition Yankee". The weary 3R mess members trudged down to the mess for a much needed rest, only to be confronted with 6 inches of water.

So began the hard task of making the mess livable in again. The carpets were ruined and had to be taken out and discarded. The water was then mopped up but still kept appearing throughout the night - but from where? The next day no matter what we did to mop up the water it continued to re-appear, but not from the holes which were the initial cause. Back to Action Stations for the day and no time to investigate further. It would have to wait.

"Assume NBCD state 2 condition Yankee". Another long day, then back down the mess to be confronted with more water. Was there a hole under the waterline? Then a voice from the back said, "what about the bilges". An investigation was carried out immediately. Result - they were full, which meant every time the ship rolled, then water would seep out and spread across the mess.

First of all a submersible pump was tried but was unsuccessful, the pump would not fit. Another voice from the back said, "Get the Spey pump from the after Section Base". After strenuous humping we finally got it down to the mess only to find that fate was against us. The seals were broken which only served to spread water everywhere. We returned the pump and tried the same thing with the one from the Forward Section Base. Hoses were rigged again, up through the escape hatch, down 2R and out onto the quarter deck. It worked! ! ! All the water was removed. The MEs arrived and manage a more permanent solution to our problem and we remained dry.

A memorial service was held on the 20 June 1982 as an expression of thanks and remembrance. The following is an extract from the Order of Service•

CALL TO WORSHIP

Let not your heart be troubled, ye believe in God, believe also in me. In my Father's house there are many mansions. In the world you have tribulation; but be of good cheer, I have overcome the world.

HYMN

The Lord's my shepherd, I'll not want:
He makes me down to lie In
pastures green: He leadeth me
The quiet waters by.

My soul He doth restore again, And
me to walk doth make Within the
paths of righteousness, E'en for
His own names sake.

Yea, though I walk in death's dark vale,
Yet will I fear no ill: For Thou art with
me, and they rod And staff me comfort
still.

My table Thou hast furnished In
presence of my foes; My head Thou
dost with oil anoint, And my cup
overflows•

Goodness and mercy all my life
Shall surely follow me, And in
God's house for evermore My
dwelling place shall be.

READING (Read by the Senior Roman Catholic)

Who then can ever keep Christ's love from us? When we have trouble or calamity, when we are hunted down or destroyed, is it because He doesn't love us anymore? And if we are hungry, or penniless, or in danger, or threatened with death, has God deserted us? No, for the Scriptures tell us that for His sake we must be ready to face death at every moment of the day - we are like sheep awaiting slaughter. But despite all this, overwhelming victory is ours through Christ who loved us enough to die for us. For I am convinced that nothing can ever separate us from His love. Death can't, and life can't. The angels won't and all the powers of Hell itself cannot keep God's love away. Our fears for today, our worries about tomorrow, or where we are - high above the sky, or in the deepest ocean - nothing will ever be able to separate us from the love of God demonstrated by our Lord Jesus Christ when He died for us. Romans Ch. 8 vs 35-39

THE ACT OF REMEMBRANCE. (All stand) (The List is read by the Master-at-Arms)

Let us remember before God, and commend to His sure keeping those who have died in this conflict. Those whom we knew and whose memory we treasure, and all who have lived and died in the service of mankind.

<u>List of Casualties</u>	<u>Dead</u>	<u>Injured</u>
HMS SHEFFIELD	20	24
HMS ARDENT	22	30
HMS ARGONAUT	2	NK
HMS ANTELOPE	2	7
HMS COVENTRY	19	30
MV ATLANTIC CONVEYOR	12	NK
SIR GALAHAD	50	150
HMS GLAMORGAN	14	13
TROOPS AND SUPPORTING FORCES	113	NK
FALKLANDS ISLAND CIVILIANS	3	3

For the Injured: O God we pray for all those who are in pain and distress of body or mind. Be especially near to those who will never be well again and those whose injury is beyond the skill of men to help. Bless the sad and comfort the anxious. AMEN.

PERSONAL FRIENDS: We have been asked to remember the following by name.

HMS SHEFFIELD

WEA(I) Ed **Sullivan:** POMEM(M) **D Briggs:** LMEM **Blondie** Knowles HMS

ARDENT

Lt Cdr John Sephton: Lt Brian Murphy: AB Andy Barr: AB Stephen Heyes: WEM(R) Simon Lawson

HMS COVENTRY

Lt Cdr Glen Robinson-Moltke: Lt Rod Heath: PO Mick Fowler MEA(M) P Callus

HMS GLAMORGAN

PO AcMn Vickers HARRIER PILOTS

Mick Taylor: **Al Curtis**

Those who made the Supreme Sacrifice; (Captain)

They shall not grow old as we that are left grow old:
Age shall not weary them, nor the years condemn. At the
going down of the sun and in the morning, We will
remember them.

WE WILL REMEMBER THEM.

ACT OF COMMITMENT

Let us pledge ourselves anew to the service of God and our fellow men:
that we may help, encourage and comfort others,
and support those working for the relief of the
needy and for the peace and welfare of nations.

LORD GOD OUR FATHER, WE PLEDGE OURSELVES TO SERVE YOU AND ALL MANKIND IN THE CAUSE OF PEACE: FOR THE RELIEF OF WANT AND SUFFERING AND FOR THE PRAISE OF YOUR NAME. GUIDE US BY YOUR SPIRIT: GIVE US WISDOM AND COURAGE, HOPE AND FAITHFULNESS. NOW AND ALWAYS. AMEN.

Then followed the National Anthem, Naval Prayer and Hymn.



LETTERS

During our time in the Falklands, the Captain and ships company received lots of letters and telegrams of support. Many were from Chester our affiliated city, others from all over the country. Even one from the USA! All of them were touching, instilling a deep sense of pride and purpose for the task which lay ahead of us* We cannot possibly print them all in this one book but here are just a few of them, the tip of the iceberg as it were....

Nadeana Carter Aged 7
259 Churchill Road
North Cheam Surrey

Dear Sailors,

I hope you are all getting on well. I keep hearing about you on the news, and I know you must be lonely because you are so far away. I thought it would be nice for you to have a letter from somebody back home. I thought I would write to you because I have seen your boat on television and it looks very nice.

Please be careful, and if you would like me to I will write to you again. Love from Nadeana Carter. 7

1st Tarporley Cubs
Nr Chester

Dear BROADSWORD,

We hope the crew are feeling well and happy through all weathers * We hope everything goes well, and we appreciate what you are doing for us, and I hope you come back safely because we are thinking about you all the time.

Red Six. Roy Sant, Anthony Ogden, Paul Dutton

Helen Aged 7
2nd Vicars Cross Brownies
Chester

Dear Sailors,

All the 2nd Vicars Brownies are thinking of you so are other people. I hope you are not seasick and I hope you're safe and come back safe and people that have died I feel sorry for them and I hope no one else will be hurt. I think you are very brave. All the best.

Helen Aged 7

54 Northcote Road
Portswood
Southampton

Dear HMS BROADSWORD,

I am 15 years old and a pupil at Hampton Park School and also a L/C in the Army Cadet Force, and I know the type of conditions you are going through, and I am behind you 100%. If I could get there and join you I would* I think your cause is just and right. As for the Pilots in the Task Force they are doing a marvellous job and especially the SBS and SAS and all the TASK. FORCE. Keep it up. If any of you out there can write and tell me how you are and that you have received by letter I would be pleased to hear from you because you can't rely on news reports.

Good luck HMS BROADSWORD and all the Task Force and get the Falkland s back for Britain.

Keep your heads down lads. (Ed. - we did!) Leon

Goston

We heard with great regret that your ship had been hit* Whilst we don* t have any members of our family serving with the Task Force» we feel for all of you. Our thoughts and prayers are with you. God be with you all in your difficult task. A safe return to Home Port.

The Sanson Family

Deborah Lennon
15 Mellings Lane
St Annes
Lytham St Annes
Lanes

Dear Hero's

Congratulations! Bravo! Well done! Three Cheers! Felicitations! HAIL!

You are the best in the World! What more can I say.

Lots of love, Hugs and Ki s se s to you all.

Deborah

Hi Chaps

Its me again, just a few lines to let you know that everyone back home is still thinking of you.

The atmosphere in Britain is tremendous. Everyone is so proud and concerned for you all.

I've had a really good teashirt made* It says "Stick it up your Junta" on the front and "The British Empire Strikes Back" on the back. Everyone thinks its great. I've even been stopped in the street by people who have said "That it, you tell them".

God bless, look after yourselves, lots and lots of love to all of you.

Deborah

Fm 2637 Mayo Street
Hollywood Florida
33020 USA

Ships Company, HMS BROADSWORD,

Just a short note to tell you we are keeping abreast of the news, and know exactly what you are going through. Very shortly you will all be back home safely and happily with your families and friends. We believe in what you are doing and are very proud of each and every one of you. You are in our prayers daily. Keep your spirits high, you are heroes in our eyes. God bless.

Take care, Your friends in Fort Lauderdale

PS. We are 100^ behind you

CPO Derek Kimber c/o
HMS NELSON (HMS
COVENTRY Ships Co)
Portsmouth Hants

Dear Mr P.

On behalf of the COVENTRY CPO Mess I would like to thank you for the assistance and hospitality which you offered to all those members of our ships company on the 25th May 82.

On reflection your own troubles were equal to ours and yet everyone onboard has remarked on the calm and kindly way we were looked after.

We always felt safe with your ship around us and we all wish you luck in your continued front line roll•

If we may be of assistance with any problems at the Pompey end on your eventual return, please do not hesitate to contact me. I have enclosed my home address as a contact point, or barracks if you prefer. Please pass my personal regards to Bill Skilleter and remind him it's his round next.

Yours with sincere thanks,

Derek Kimber

SIGNALS: From: CRF

To: TF Operation

Sutton.

The following message has been received from Mr Rex Hunt, Governor of the Falklands, and is forwarded with pleasure. On behalf of the Falkland Islands government, the councils and the people of the Falkland Islands. I should like to express my respect and admiration for the Armed Forces under your command now operating in and around the Falkland Islands. My appreciation for their courage and dedication under the most difficult conditions, and my deepest condolences to those who have lost relatives and friends in the recent actions to reoccupy the Falklands and dislodge the Argentine aggressor.

No one can doubt that right was on our side, and that the aggressor cannot be allowed to enjoy his spoils, I know I speak for all Falkland Islanders when I say that they have been encouraged and heartened ^7 the tremendous British response and that their gratitude to the brave troops under your command knows no bounds.

From: MODUK NAVY

To: TASK FORCE

Now that the Falkland Islands are repossessed the Admiralty Board wishes to congratulate everyone in, the Naval Service, whether uniformed. Civilian or in the Merchant Marine who have had a part to play in this brilliantly successful operation* Those who have seen act ion have shown qualities of skill fortitude and bravery which have won the admiration of the whole nation* The hard work, dedicated professionalism and ingenuity of all those involved in support of the front line have also been superb. It has been a magnificent team effort.

We all feel great sadness for the many who have been killed or injured their sacrifice has been for a good and just cause and our thoughts are with them and with their families. WE WILL REMEMBER THEM.

From: CTF

To: TF

Operation Corporate.

Following received from Chiefs of Staff and fowarded with the greatest pleasure.

At this historic moment the Chiefs of staff send you and all those engaged on Operation Corporate under your command our warmest congratulations on the exemplary and brilliant way you have carried out all the tasks given to you by Her Majestys Government against very considerable odds.

We are enormously proud of the Gallantry, Stamina and Professionalism shown at every stage of this operation by the Armed Services, the Royal Fleet Auxiliary the Royal Maritime Auxiliary Service, the Merchant Marine and other civilian members of the Task Force.

Our thoughts at this time are also very much with the families of those who have lost their lives and with those who have suffered wounds in the service of their Country*

We echo the admiration and gratitude of the Nation when we say quote WELL DONE unquote.

From: CTF To: TF

Personal from CINC.

I have had the honour to receive the following message from Her Majesty the Queen and pass it to you all with great pleasure. Quote, I send my warmest congratulations to you and to all under your command for the splendid way in which you have achieved the liberation of the Falkland Islands. Britain is very proud of the way you have served your Country. Signed Elizabeth R. Unquote.

From: Captain HMS COVENTRY

To: Captain HMS BROADSWORD Dated: 27th May 1982

My survivors were overwhelmed by the sympathetic assistance and the generosity of your Ship's crew, especially in the difficult circumstances under which you were operating. Thank you very much indeed.

CPO NOYES and LAEM KOSIOR in good heart.

Your slippers in Fort Austin! Good Luck!

From: CTG 317.8

To: All Ships. CTG 317.1 CTG 317.0 Dated: 26th
June 1982

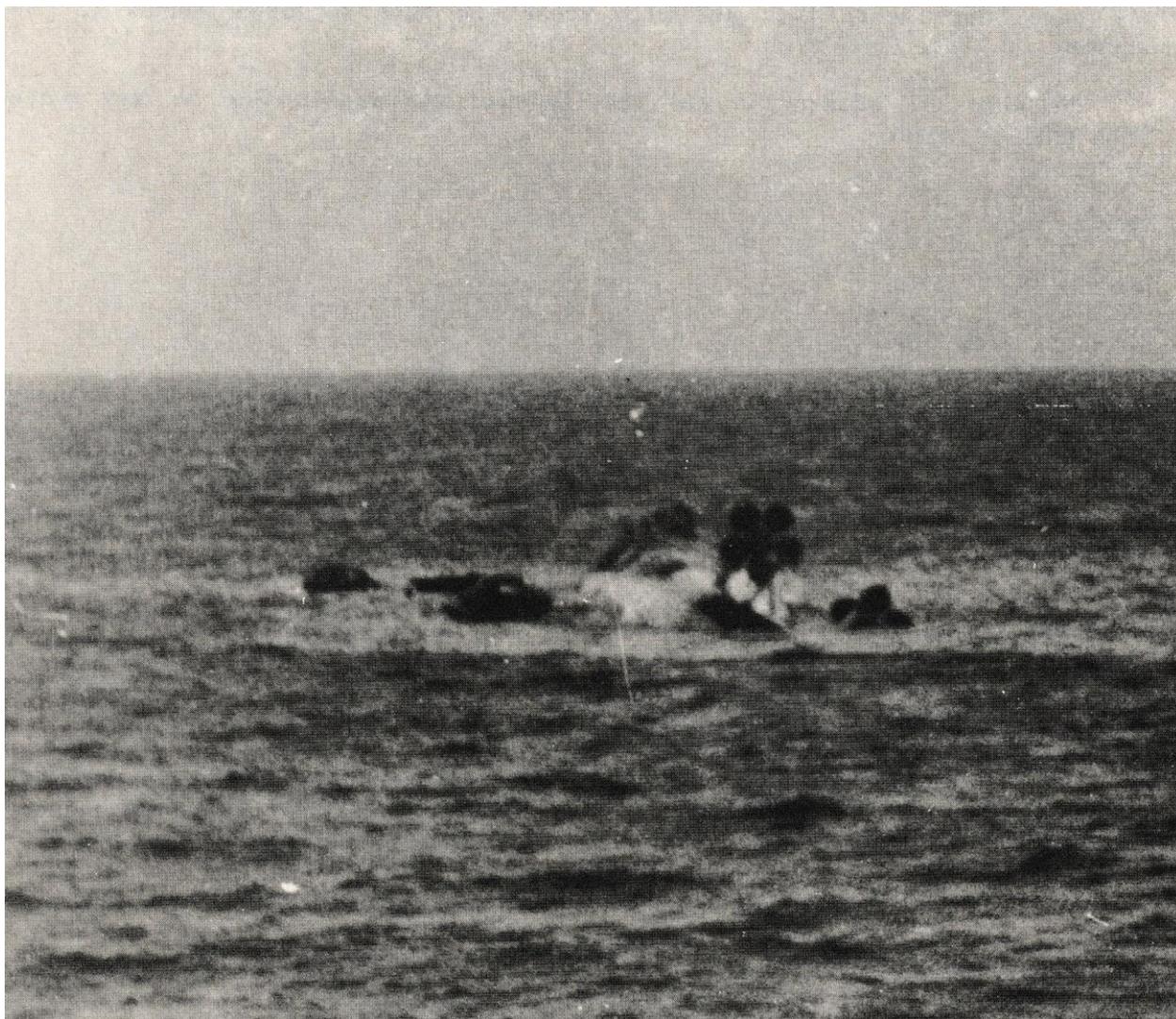
Letters of congratulation, thanks, support, and sympathy continue to pour in. The following text from one such letter is typical and shows the pride, gratitude and depth of feeling being expressed as the result of your achievements.

"There are many formal expressions of thanks and gratitude being made over here, miles away from the appalling conditions that the members of the Land and Sea Forces are experiencing. I hope that you can find a way, with the sophisticated equipment at your disposal, to send thanks and three cheers to all members of your Task Force from this particular, most grateful family.

You have been in our thoughts day and night for weeks, as we are aware of the relative luxury we live in, and the small price we pay for our freedom and peace.

Thank you to all of you who make this freedom and peace possible. May you all be home soon, and safely.

We shall remember those who will not now come home, and their families"•



FOR THE MEN OF HMS COVENTRY

By: AB David R COOKE

The saddest sight of all, I think, Is a
ship that's just about to sink. The sight
of men in boat and sea Causes distress
and misery. To see the faces, burnt and
sad, But still with the dignity they
always had, Those men, all so proud and
brave, Must watch their ship go to it's
grave.

A sadder sight I've never seen, The
end of a ship, so proud and clean;
Clean of hate, clean of fear;
Because of this I'll hide no tear.
A rescued man stands at my side, A
face of sorrow he cannot hide; We
stand and watch until the end, Then
he says, "There goes a friend".

DIARY OF EVENTS

1 MAY Entered TEZ
Task Group shadowed by Argentinian fishing boat NARWHAL
Air attacks on STANLEY/GOOSEGREEN
Naval Gunfire Support GLAMORGAN ALACRITY ARROW attacked by
4 MIRAGE III
3 MIRAGE III splashed - 2 by Combat Air Patrol (CAP) 1 by own
forces
Fast Patrol Boat attacked by Lynx approx 30 nm North
ASW Group BRILLIANT YARMOUTH and 3 SEA KING attacked by Group
CANBERRA
2 CANBERRA
splashed

2 MAY CONQUEROR TORPEDOES BELGRANO

3 MAY BELGRANO sunk

Patrol Boat SOBRAL sunk AGI IGUZA damaged by Lynx

4 MAY VULCAN **bomb** STANLEY
airfield 1412 SHEFFIELD
hit by Exocet
Air strike on GOOSEGREEN

5 MAY Poor visibility no action

6 MAY Poor visibility 2 Sea Harrier (SHARR) lost investigating unknown
air contacts

7 MAY Poor visibility Launched CAP possible Arg air Raid No contact

8 MAY Enemy air raid chased by CAP

9 MAY BROADSWORD and COVENTRY on gunline splashed PUMA helicopter

ALACRITY NGS
SHAR **attack on** NARWHAL

10 MAY MAYNARWHAL sank 0700
SHEFFIELD sank
BRILLIANT/GLASGOW on gunline

11 MAY BROADSWORD COVENTRY on gunline
Tanker sunk
ALACRITY transit Sound • 4.5guns

12 MAY BRILLIANT/GLASGOW on gunline attacked by Arg aircraft
First raid 4 SKYHAWKS - 2 splashed SEAWOLF 1 ditched Second
raid 4 SKYHAWKS GLASGOW hit by bomb passed through Third
raid chased by SHAR S.KING 5 ditched - crew recovered

13 MAY Fogbound no activity

14 MAY Air attacks on STANLEY

15 MAY BROADSWORD HERMES GLAMORGAN inserts PEBBLE ISLAND
6 PUCARA 4 T34 MENTOR 1 SKYVAN destroyed
GLAMORGAN NGS Air attack on STANLEY

16 MAY SHAR attacks on BUENA SUCESA (FOX BAY)/R[0 CARCARAMA PORT KING) Bombs missed both ships

17 MAY GLAMORGAN NGS

18 MAY No activity

19 MAY GLAMORGAN NGS
INVINCIBLE/HERMES
crossdecking SHAR bombed
TWO SISTERS MT

20 MAY GR3 bomb fuel dump
FOX BAY GLAMORGAN
NGS

21 MAY D-DAY - BOMB ALLEY ESCORTS

<u>ESCORTS</u>	<u>LANDING SHIPS</u>
BROADSWORD	FEARLESS
BRILLIANT	INTREPID
ARDENT	SIR PERCIVAL
ARGANAUT	TRISTRAM
ANTRIM	GERAINT
YARMOUTH	GALAHAD
PLYMOUTH	LANCELOT
	FORT AUSTIN
	NORLAND
	CANBERRA
	STROMNESS

ARGY LOSSES 3 helos by GR3
10 In action reports 8 possibles
(mixture of MIRAGE III/V/SKYHAWK/PUCARA)

OWN:1 GR3 failed to return
2 GAZELLES 1 WESSEX III 1 LYNX damaged
ARDENT sunk
ARGONAUT GLAMORGAN bombed UXB
BROADSWORD/BRILLIANT minor damage

TOTAL AMOUNT OF ATTACKS 35

22 MAY Patrol craft attacked by SHAR in Choiceful Sound -
Ablaze BROADSWORD/COVENTRY NW FALKLANDS ANTRIM
replaced by GLAMORGAN BRILLIANT escorts ships from
Sound to sea Ships formed up in SAN CARLOS BAY
ready for air attacks 6 MIRAGE escorts 2 (C130s) to
WEST FALKLANDS

23 MAY BRILLIANT/YARMOUTH intercept MONSUNEN beached GR3
Bomb DUNNOSS HEAD airstrip SHAR splashed 2 PUMA
and 1 BELL helo BROADSWORD in AOA (Bomb Alley) 2
SKYHAWK 5 MIRAGE splashed SEAWOLF/RAPIER/GUNS/CAP
ANTELOPE hit 2 UXBs. Explodes when bein^
defused/sinks

24 MAY GR3 bomb STANLEY airfield
12 aircraft attack - 8
splashed/SHAR/RAPIER/SEACAT
LANCELOT/GERAINT bombed BROADSWORD/COVENTRY
Operations NW FALKLANDS

25 MAY GR3 BOMB STANLEY airfield
 BROADSWORD/COVENTRY North PEBBLE ISLAND
Afternoon 5 aircraft **splashed** 3 COVENTRY SEADART/1 RAPIER/1
 YARMOUTH
 4 SKYHAWKS **attack** BROADSWORD BROADSWORD hit by **bomb passed**
straight through COVENTRY **hit** by bomb - **sank**
 TG attacked by 2 SUPER ETENDARD ATLANTIC CONVEYOR hit by EXOCET
 BROADSWORD co-ordinated rescue Ops on recovery of COVENTRY crew

26 MAY BROADSWORD rejoined Carrier Group

27 MAY GR3 bomb STANLEY airfield/GOOSEGREEN
 1 shot down pilot ejected behind enemy lines (later recovered)
 Air attacks in AOA 1 SKYHAWK splashed 2 damaged

28 MAY UXB removed from ARGONAUT
 GLAMORGAN AVENGER ALACRITY NGS
 GR3 support for troops

29 MAY CANBERRAS **bomb** AOA - **missed**
 1 SKYHAWK 1 **MIRAGE splashed**
GR3 bomb STANLEY **airfield/PEBBLE** ISLAND/Mt KENT
British WYE bombed by HERCULES **38°S 48°W**
 Enemy in GOOSEGREEN **surrender to 2 Para 200-300** POWs

30 MAY GR3 attack Mt Challenger A/C **ditched - pilot recovered**
 GLAMORGAN/ALACRITY/AVENGER NGS Mt KENT/VOLUNTEER BAY
 EXETER/AVENGER **attacked** by **2** SKYHAWKS
 1 SKYHAWK splashed
 Shot down pilot returned to
 HERMES

31 MAY 2 GR3 slightly damaged during Air Support Ops
 BAHIA PARAISO (Hospital Ship) stopped and
 searched
 AVENGER/ALACRITY NGS
 VULCAN strike supported by SHAR
 CARDIFF at end of STANLEY Runway - no activity

1 JUN 2 CANBERRAS bomb AOA (now called TA) no damage. SHAR intercepted
 ENDURANCE prevented attack
 ALAC NGS FITZROY area
 SHAR splashed
 CAP splash C130
 2 GR3 join from ASCENSION IS.
 CARDIFF at end of STANLEY Runway - no activity

2 JUN NGS AVENGER - PEBBLE **IS.**
 ACTIVE - FITZROY
 AMBUSCADE - DIOMOND Mt.
 EXETER off PORT STANLEY Gunline
 SHAR pilot recovered was splashed by SAM on 1
 JUNE

3 JUN VULCAN strike

4 JUN F.O.B established (Forward Operating Base)

5 JUN 4 A/C over FI suspect resupply
 STANLEY
 ARROW NGS PORT HOWARD 2 SHAR/2 GR3
 to FOB
 EXETER off PORT STANLEY

6 JUN CARDIFF YARMOUTH AVENGER NGS BLUFF COVE
 ARGONAUT return to UK
 LSL resupplying forward troops
 SCOTS GUARDS landed support 2 PARA BLUFF COVE

7 JUN GR3 support troops
 EXETER splashed LEARJET SEADART
 Second A/C ran Home
 ARGONAUT overflown 400nm NE TEZ

ACTIVE AMBUSCADE NGS Mt HARRIET AREA
 LSL resupply

8 JUN TA under heavy air attacks
 PLYMOUTH bombed 081700 5 MIRAGES
 SIR TRISTRAM/GALAHAD in CHOICEFUL SOUND severely damaged both
 abandoned
 A large amount of casualties
 1st Raid/2nd Raid 3 MIRAGES splashed possible 3 damaged
 3rd Raid Landforces splash 1 SKYHAWK
 4th Raid 3 MIRAGE splashed by CAP and 1 MIRAGE flew into the sea
 5th Raid 4 A/C turned away before reaching target
 GR3 crash landed in FOB
 2 GR3 arrive from ASC Is
 M/V HERCULES (LIB flag/US Charter) bombed
 By C130 400nm NE of TEZ. HECLA assists

9 JUN YARMOUTH NGS SAPPER HILL/MOODY BROOK
 2 SHAR 2 GR3 deployed in FOB

10 JUN YARMOUTH NGS Mt HARRIET area

11 JUN SHAR BOMB PORT STANLEY Airfield
 MCM Ops in BERKLEY SOUND
 NGS. ACTIVE on South Gunline (PORT STANLEY)
 ARROW on PORT STANLEY Airfield
 EXETER on PORT HOWARD

12 JUN GLAMORGAN NGS South Gunline hit by EXOCET
 AVENGER/YARMOUTH/ARROW NGS Ops
 VULCAN deposits 21 bombs vicinity STANLEY Airfield
 Air Raids chased home by CAP

13 JUN 2 Air Raids throughout the day
 1 Air Raid chased by CAP
 2. Raid 2 SKYHAWKS 2 MIRAGE managed to press home attack - little
 damage

14 JUN AVENGER YARMOUTH AMBUSCADE NGS North Gunline
 1810Z ARGENTINE Troops hoist White Flag in PORT STANLEY - 7000
 Prisoners
 By 151200 ISLANDS OURS

A LIGHTER NOTE TO

END ON

Letter to a wife, mother, grannie, are friend of a returning sailor from the South All antic.

One of those little myst cries in Life is the sailor home 1 roin t hr 'if*i*. Our hero has been much misunderstood over the centuries by the public and military police alike; similarly his nearest, dearest and his mother-in-law have often had just the smallest difficulty in understanding these little changes which may have appeared in his character. You may not spot them at all; they may hit you between the eyes like a Henry Cooper left hook. For those who don't spot them, you must be gifted or stupid - you are gifted. For those who are hit between the eyes, I offer a few explanations to help you reel from the blow and maybe to persuade against retaliatory action. Below you will find a few possible changes in your sailor:

1. You may find him sitting on the floor in the passage, clutching an overnight grip for hours on end.

2. He may wear lace curtains or underwear over his head and tuck his trousers into his socks.

3. He may prefer to eat his meals standing up.

4. He may slam doors and try to twist off the handle.

5. He may refer to anything floating in his tea/coffee/soup as kelp.

6. He may not want to read a newspaper unless it is at least two weeks old.

7. He might try to turn the car into an automatic by fixing it with a matchstick.

8. He may dive for the floor on hearing loud noises.

Having spotted these minor changes in his character, here are ^{<^} few points of guidance on how to make life more bearable.

1. Don't give him stew for at least 3 months.

2. Don't give him corned beef-EVER.

3. If hungry at night, give him some cool spaghetti with the sauce thinned down with water.

Finally try to bear with these differences in your life and try to humour your sailor. You are bound to hear the odd shout in the night of 'Exocet or Mirage'. He is bound to be a bit twitchy at first, three visits to Gibraltar and nowhere else in 4 months is enough for anyone.

A last word - he did win the war on his own.

Extract from a letter received from one of our wives. This

Just about says it all!!!!!!!

Today the QE2 arrived back in Southampton, I don't know why the interviewers ask the most stupid questions, like "How does it feel to be home" and "What will you be doing this weekend" or "What did you miss most", What the heck do they think?!

I KNOW what I'll be feeling when you get home
and I KNOW what we'll be doing the first weekend,
and I know what you are missing most !!!!!????!!!!

TAIL PIECE

WORDS LIKE:

HERMES, GOOSEGREEN, HANDBRAKE, HERMES, BOMB ALLEY, PUCARA, HERMES,
SAN CARLOS, SKYTRAIN, HEADS UP WEST, HERMES, 209, DARKEN SHIP (THE
BEST PIPE OF THE DAY), HERMES, SUPER ETENDARD, GOALKEEPING, HERMES,
FUNNEL CHAFF, A4'S, GUN LINE, EXOCET, HERMES, 22/42 COMBO, MIRAGE,
PEBBLE ISLAND, HERMES (AGAIN), ETC... WILL NEVER SEEM THE SAME AGAIN.

USELESS INFORMATION SECTION

All the information given below are approximate figures to various foods consumed , ammunition fired and of other events that have happened during our deployment.

From the galley the following items were consumed by the ships company:

34,800 Eggs 22,176 Ibs of Meat
53,777 Ibs of Spuds 2,200 Ibs
of Bacon 5,1.70 Ibs of Tinned
Tomatoes 8,800 Ibs of Tinned
Beans 3,500 Ibs of Sugar 2,000
Ibs of Sausages

The following items were sold at the NAAFI:

54,269 Bars of Nutty valued at £6,787.62
19,750 Cans of Beer valued at £4,740.00
16,616 Cans of Goffas valued at £2,824.72
5,771 Milk Shakes

Ammunition Expended During Operation Corporate:

700 Rounds of 40/60 High Explosive Tracer 5,100
Rounds of Ball & Tracer used with SLR's 8,139 Rounds
of Link Ball & Tracer used with GPMG's 16 Three inch
Rockets 5 Sea Wolf Missiles

General Ships Information:

1,656 Hours in Defence Watches 494.8 Miles
Steamed in One Day (highest) 180.45 Miles
Steamed in One Day (lowest) 92,000 Signals
handled by the MCO Staff

AFTERMATH THOUGHTS OF REALITY

By: D J POYZER

As I look back for different ways Of describing those frantic Bomb Alley days, It's difficult to say how I really felt, My thoughts dissarayad, the blows they've been dealt Sat down below with war up above, The fight for our people, for the freedom they love.

Hours on end I dreamed and I thought, First Aid and escape routes, the things I'd been taught. Praying and hoping for luck without end, Praying and hoping for the peace God will send. Being chirpy and happy so I would not think, of being stuck in a tomb, on a ship that might sink.

War was the reason, war is the word, The lads from up top, their stories I heard, Their injuries were true, they stood out a mile, Their faces showed shock, yet they still raised a smile. For me below deck, this is all that I saw, For that is my place, my part in this war.

In action so tense, when is it my turn? To float in the sea and watch my ship burn, To lie in the passage, helpless with pain, To take the full blast, see no life again. My feelings confused, a tormented mind, But soon when it's over, my senses I'll find.

And any day now, I'll be home on the train, But forever my conscience will suffer with pain, The stained remeniscence, the stories I'll tell, Those bombs bringing terror, the missiles from hell. The anger within me, I see families who cried, For they were the sufferers, their loved ones have died.

So, as I look back for different ways Of describing those frantic Bomb Alley days, I sit and I think, and ask myself why? People should suffer and young men should die. Countries must argue, why is this so? Ask the politicians, they must know.

INSTRUMENT OF SURRENDER

I Cap Corb 14 48505 Commander of the Argentinian Forces in occupation of the islands of SOUTH GEORGIA, hereby unconditionally surrendered those Forces under my command including landed Naval Detachments and the crew of the submarine Santa Fe to the Commander of the British Task Group, HMS ANTRIM.

This Instrument of Surrender is understood to have been proffered by the hoisting of a white flag at KING EDWARD POINT at 1705 Z 25 April 1982 and to have been effective at 1715 Z the same day.

I order all Forces under my command to surrender as at 1715 Z 25 April 1982 and those Forces with whom I am not in direct contact to surrender immediately on notification of this instrument.

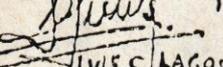
I understand that I am obliged to make safe and to notify the Commander British Task Group any dangerous defence measures for which my Force is responsible or of which they are aware, such as mines, booby traps and similar latent explosives.

It is understood that my Forces will be treated as Prisoners of War and afforded such rights as are applicable under the appropriate Articles of the Geneva Convention provided the above conditions are complied with.

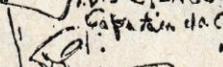
Signed.


Commanding Officer
Argentine Submarine SANTA FE

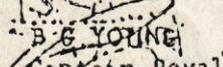
Countersigned.


Commander Argentine Land Forces

Signed.


Commander Task Group 317.9
HMS ANTRIM

Countersigned.


Second in Command
43 Commando Royal Marines

Dated this 26th day of April 1982

INSTRUMENT OF SURRENDER

I, the undersigned, Commander of all the Argentine land, sea and air forces in the Falkland Islands ~~unconditionally~~ ^{M3M} surrender to Major General J. J. MOORE CB OBE MC* as representative of Her Britannic Majesty's Government.

Under the terms of this surrender all Argentinian personnel in the Falkland Islands are to muster at assembly points which will be nominated by General Moore and hand over their arms, ammunition, and all other weapons and warlike equipment as directed by General Moore or appropriate British officers acting on his behalf.

Following the surrender all personnel of the Argentinian Forces will be treated with honour in accordance with the conditions set out in the Geneva Convention of 1949. They will obey any directions concerning movement and in connection with accommodation.

This surrender is to be effective from 2359 hours ZULU on 14 June (2059 hours local) and includes those Argentine Forces presently deployed in and around Port Stanley, those others on East Falkland, ~~West Falkland~~ ^{M3M} and all the outlying islands.

M3M
..... Commander Argentine Forces
J. J. Moore
..... J. J. MOORE
Major General
A. D. [Signature]
..... Witness

..... 2359 hours 14 June 1982

BY The EDITOR

This then was our story , written as we saw things at the time' . With hindsight some oi the facts arc wrong, others we misinterpreted^ but not with any malice or desire for self glorification. The true, full story will take many years to come out and only then will we be able to judge our full part in the enterprise. We have also seen some other claims which are frankly preposterous. They too will be shown up for what they are.

Many of the ships company helped in producing this book and to all of them our heartfelt thanks. A few do deserve a special mention.

Lt. Cdr Alan John son for some splendid ideas and all the proof reading. Lt. Cdr Steve Auty for the mammoth written account of the operation. Lt. Cdr Nigel Bray for the 'Diary of Events'. CPO. David Baker for the photographic work. Lt. Richard Bell Davies for many of the personnel and action shots. S/Lt Clive Pickering for some of the COVENTRY photographs.

Last but not least Sgt. Lewington RM of C in C Naval Home Commands Printing Office for all his encouragement and advice on production matters and the marvellous people of the Industrial Estate, Bishop Auckland for their donation to our Welfare Fund which covered the printing costs.

John
Castle
June
1982

