ACLARACION DE www.radarmalvinas.com.ar

El siguiente informe se encuentra en el sitio

 $\frac{http://www.mod.uk/DefenceInternet/AboutDefence/CorporatePublications/BoardsOfInquiry/LossOfHmsSheffieldBoiPhase3Part1}{SupplementaryDocuments.htm}$

en donde usted puede leerlo directamente en su formato original y acceder al resto del sitio.

Copyright © 2008 MoD UK

Se refiere al hundimiento de la SHEFFIELD, publicado por el Ministerio de Defensa de Gran Bretaña.

A efectos de preservarlo como documento histórico para el caso en que el archivo original o el sitio que lo contiene no figurasen más en internet, a continuación se ha realizado una copia.



COMMANDER-IN-CHIEF FLEET

LOSS OF HMS SHEFFIELD BOARD OF INQUIRY

Annex N

ANNEX N. TO SHEFFIELD BOI REPORT DATED 22 JUL 82

SALVAGE PHASE - NARRATIVE

Scope. This annex covers the period from abandon ship,
 May, to sinking, 10 May, and describes the surveys undertaken,
 the assessed state of the ship, the salvage attempts, including towing, and eventual sinking.

First Survey

2. Following abandon ship, and at the direction of CTG, a
survey was carried out by XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
three Senior Entes at about 042045Z, some seven hours after
impact. At this stage it was immediately evident that the fire
was still burning fiercely, particularly in the forward part of
the superstructure. Flames were emerging all round the FAMR
escape hatch and vent openings on 02 Deck. Flames could be seen
through the missile entry hole, probably in the FAMR, and it was
evident from flames around the Olympus removal route that the
FER was also well alight. Smoke was issuing from ER vents.
There appeared to be no machinery running. At this stage the
ship was stopped in the water, upright and apparently at normal
trim and draught with the sea calm. It was not safe to winch
anyone on board. The inspection from the helicopter lasted for
15 to 20 minutes.

533,54C) Sky

> 96875 96876

Q6911 Q6901

96904

Q6912

Q1940

3. On 5 May, following the first survey, three requirements arose. First to recover as much firefighting gear as possible, SHEFFIELD having received a considerable quantity from other ships. Second, to recover the arming pins for the Sea Skua missiles which were fitted to the Lynx helicopter when finally flown off SHEFFIELD, as without arming pins the missiles were useless. The third was to re-assess the ship's condition.

Second Survey

538,540,544

538 S40 544

5. The Hangar and Ship's Office flat area were tenable, but the forward bulkheads of the CPCs' cabins in 1N were hot to the touch. 2N Cross Passage bulkheads were hot; there was smoke in the After Switchboard. The ship appeared to be upright and at normal draught and trim. There was a little water on 2 Deck aft. A considerable number of doors and hatches were open.

Q6922 **Q**6915 Q6914

Q6926

538,540 6915

7. After the second survey two reports were received from helicopters that there was no evidence of sacke and the fires might be out (pm 5 May), and that the ship was glowing red from bridge to flight deck (night of 5/6 May).

Q6927

Third Survey

5555,540,544

535,340 944

10. In summary, at this time it would appear that a large fire had spread aft and subsequently died out. Some weapons in the Hangar area had exploded (a torpedo had been blown out onto the Flight Deck) there was probably still fire in the midships section below 1 Deck which was very hot. Neither Sea Dart nor 4.5" magazines had exploded. The indications were that the fire in the forward superstructure may well have burnt out, and the fires in the FAMR and FER were probably out. The ship was still upright and had no noticeable trim or unusual draught.

96940 96934

Q6929

Q6931.

11. Following the third survey it was decided to attempt to tow SHEFFIELD out of the TEZ, although it was recognised that this would be difficult to accomplish. The alternative of scuttling was still in mind, as was the idea of leaving her in the TEZ as a decoy.

96941

Fourth Survey

Q6943 Q6881 Q6880 Q6879.

12. This was again conducted by 'XXXXXX' at about 0710302 and was the occasion on which a number of still and video photographs were taken. (See Appendix 1). XXXX) was winched down onto the Foc'sle and found conditions little changed from the previous evening. Deck and screen

335,540, 544

06943

temperatures were much the same; and in particular it was evident that the waists were very hot and these decks appeared to be rippled. There was no change in heel or trim, or apparently in draught. Conditions were still calm. It was evident that patching of the missile entry hole would be particularly difficult because of the ragged edges and general distortion in the area. The feasibility of taking the ship in tow seemed reasonable.

Q6944

nénes

Towing

13. It was decided to pass a light weight tow initially, and to attempt to tow SHEFFIELD out of the TEZ during the hours of darkness on the night 8/9 May. To this end two of HERMES' eight-inch berthing hawsers and other towing equipment was dumped on SHEFFIELD's Poc'sle ps 8 May. It was well understood that before a long tow could be undertaken some sort of patch over the missile entry hole would be necessary, but that this would require access to the inside of the ship which was too dangerous at this stage.

Q6953

14. The tow was successfully passed very early on the morning of 9 May and YARMOUTH began to tow SHEFFIELD eastwards, initially at about 6 to 7 knots. There was little if any sign of fire onboard at this stage. The sea state was still calm. However over the next 24 hours the wind increased to ME Force 4 to 5, and there is some evidence that SHEFFIELD began to settle lower in the water until the missile entry hole was only about three to four feet above the water—line. (1). The ship also began to list to starboard and, to attempt to reduce this, and thus prevent water from flooding in through the missile hole, YARMOUTH altered to the North. However this put the wind on the starboard bow and increased the water lap into the hole. It was evident at this stage that there was nothing YARMOUTH could do to keep the water out while continuing with the tow.

Q6881

96954

Q6881

15. At about 1006452 SHEYFIELD developed a 5° to 10° list to starboard and the tow was slipped. This list increased until the ship heeled over to about 90°. She then sank at about 1007002 May. Observation was difficult, due to darkness and poor visibility, but the ship is thought to have sunk with a 90° list to starboard on an even trim. No plunging was observed. YARMOUTH's DR assessment of the wreck position is 52°11'S 53°50'W - accuracy undetermined. The depth

96881

Q6883

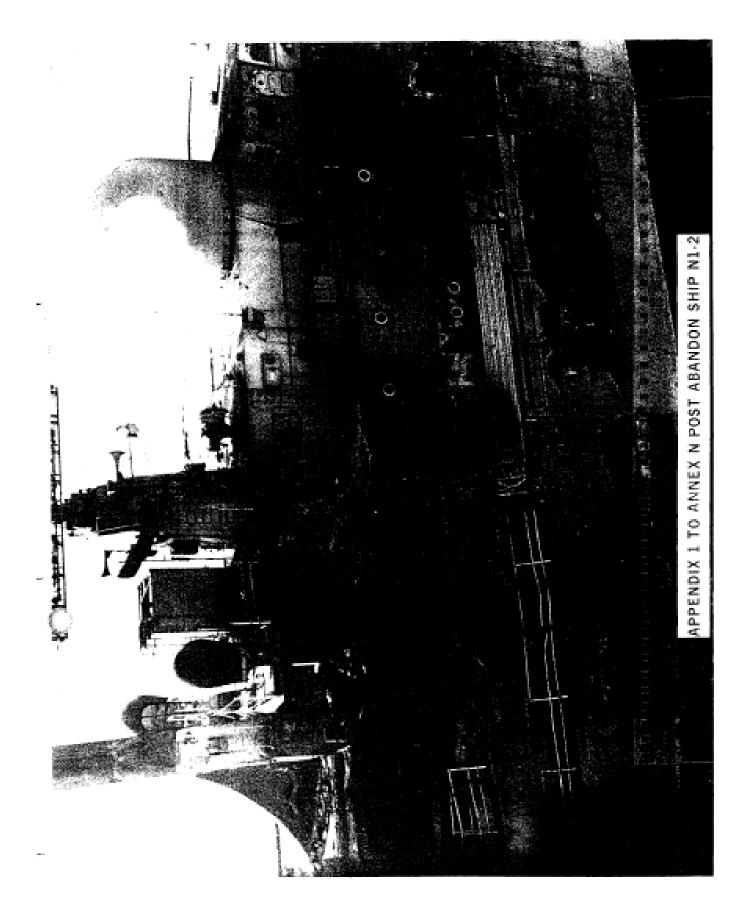
- Q6891
- 16. At daybreak, approximately 101100Z, a ship and helicopter search was carried out around the last known position. Life rafts, mostly inverted and several with the canopy supporting hoops not properly inflated, oil fuel slicks, general debris, AGRs and other flotsam clearly indicated that the sinking position had been found. No bodies or papers of possible security significance were observed. The security aspects were reported separately (see Appendix 2). No further gear was salvaged.
- YARMOUTH's 250/2 dated 10 May 82

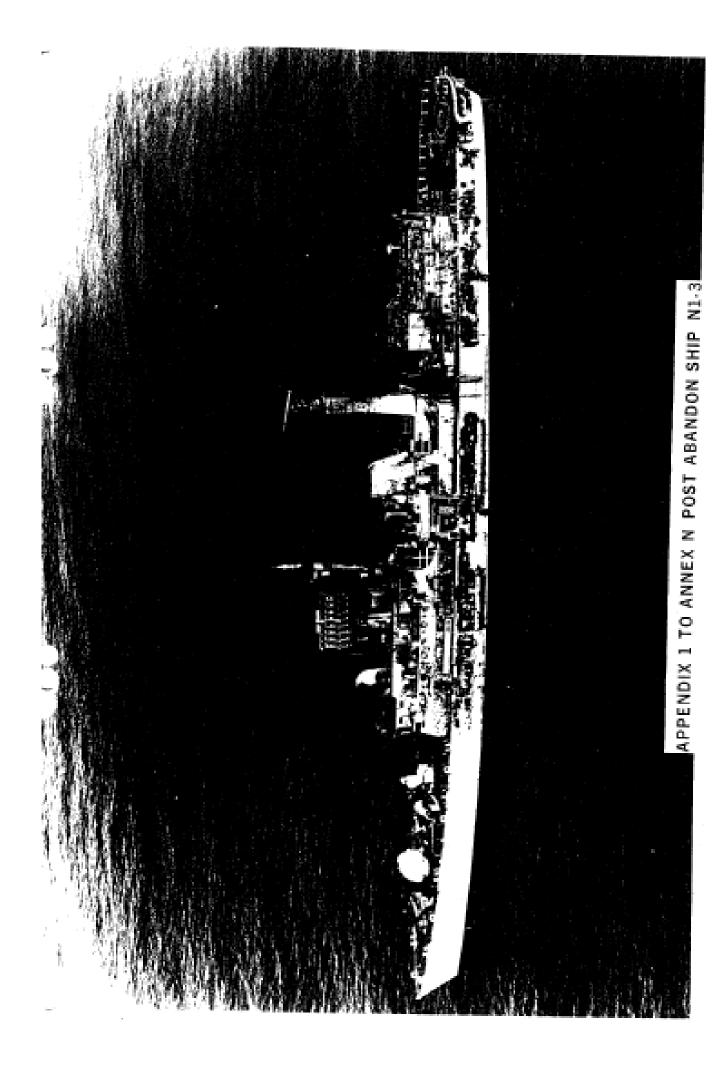
of the water in this area is about 1000 fathoms.

Appendices:

- 1. Photographs Post Abandon Ship
- BOI's letter to Fleet Security Officer Loss of HMS SHEFFIELD -Classified Material







HMS NELSON Portsmouth Hants

BOI(S)/01

Fleet Security Officer Office of the Commander-in-Chief Fleet Northwood Middlesex

8 Jul 82

LOSS OF HMS SHEFFIELD - CLASSIFIED MATERIAL

Reference:

- A. CINCFLEET's 00520/2.X dated 5 Jul 82
- The Board of Inquiry into the loss of HMS SHEFFIELD have found no evidence to indicate compromise of any classified material.
- - 236
- 3. The only high grade crypto materials not in their normal MCO stowages were those in use. These will certainly have been consumed by fire.
- 5. About a dozen of the fifty Ship's Office classified packs were on circulation. Some WE technical CBs were probably in use. Again it is reasonable to assume that all exposed documents were burnt.
- 7. The ship was hit by a missile at 041403Z May 82. With the exception of the Ship's Office and aft 909, all exposed documents would have been burnt within 4 to 6 hours of impact. The after end was burnt out 48 hours later. At no time between impact and sinking was unauthorised access to the ship possible.
- 8. The ship sank at 1007022 May 1982 in position 52°11' South 53°50' West in 1100 fathoms. A comprehensive surface search after sinking showed no indications of any documents surviving and floating free.