



Mission: History

Studiorum Historiam Praemium Est



2 April 2001

★★★★★

Volume 3, Number 4

1801: Nelson Defeats Danes



Nelson's squadron sails to meet the Danish Line in the King's Deep off Copenhagen. In the plan developed with his captains, the lead ship would anchor opposite an opponent near the center of the enemy line, the next ship would sail one ship further, and so on. All of the Danish ships save the last one would come under fire from more than one English ship, some from many.

During the Napoleonic era some 200 political treaties were entered into between and among European nations, all aimed at preserving the peace or assisting an ally in resisting aggression by an enemy. Every one of them was abrogated by one of the parties when it was in its national

interest to do so. That has been the lot of treaties since biblical times and remains so today.

Some historians argue, with the benefit of the hindsight that attends their calling, that treaties, apart from those for commercial or administrative purposes, are as dangerous as

the wars they seek to prevent.

Thus it was with the treaty that formed the Second League of Armed Neutrality, signed by Russia, Prussia, Sweden and Denmark in December 1800. Intended to challenge claims of the British Admiralty to the right of its naval captains to board and

(Continued on page 2)

Joining Danes, Russians With French Could End British Mastery of Sea

(Continued from page 1)

search for contraband any vessel bound for France, this treaty resulted within four months in the ruin of the Danish fleet and denied to France the possibility of a coalition to oppose England.

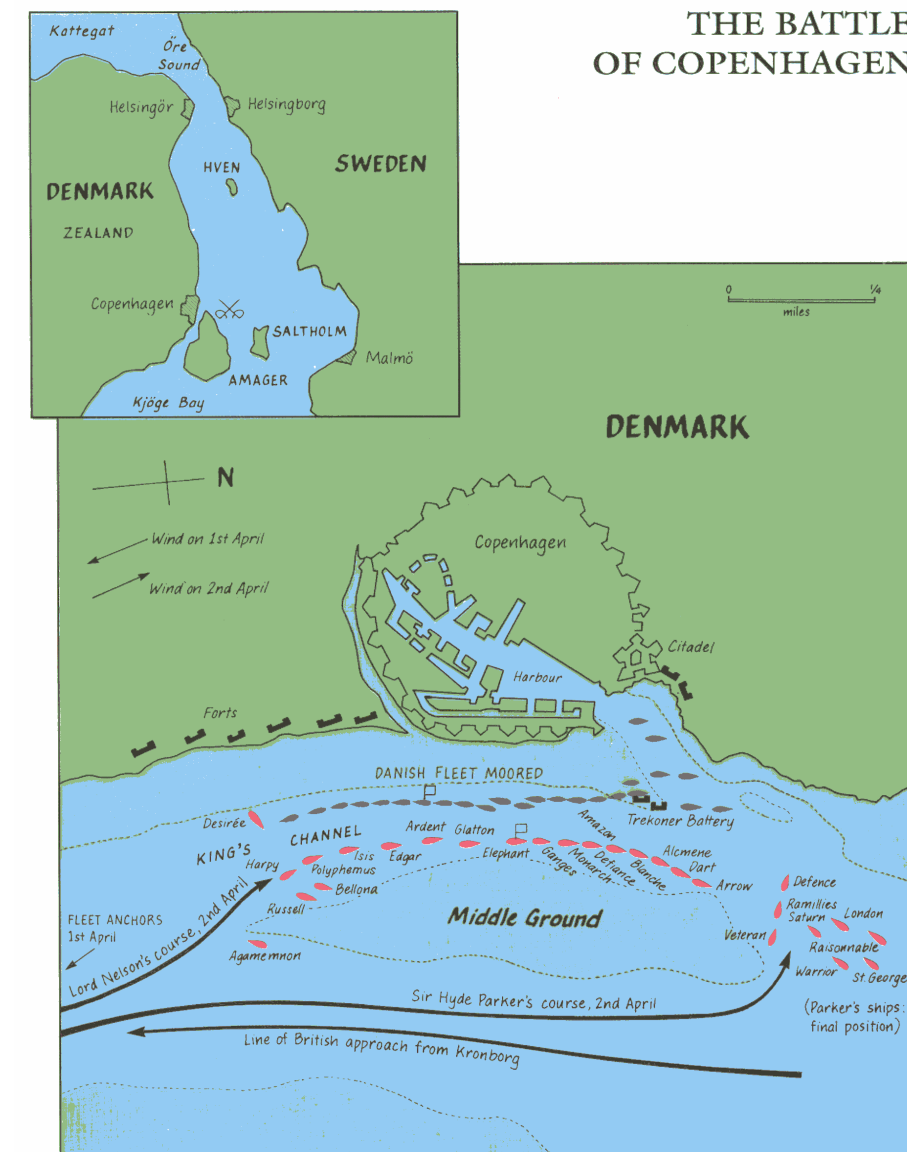
While Napoleon expressed his pleasure with the armed neutrality pact, England viewed it with alarm, for the combined navies of Russia and Denmark, joined with that of France, could end its mastery of the seas. To the English, the Royal Navy was the only barrier to an invasion by Bonaparte.

The Danish fleet lay at Copenhagen, some two dozen ships most of which were arranged in a line in a deep water channel called the King's Deep. This channel was separated from the citadel by an un-navigable sand bar and from the Ørsund (sound) by a shoal called the Middle Ground. The Danes were convinced there was insufficient room in the King's Deep for more than one line of ships. At the northeast end of the Danish line was the Trekroner Fort, a 66-gun battery built in open water.

The English selected carefully the ships of a fleet that would punish the Danes. There would be the majestic ships of the line, of course – 98-gun three-deckers capable of dealing with any enemy afloat – but their deep draughts would keep them from dealing with the defenses of Copenhagen or the Danish fleet. For this, two-decker vessels carrying between 54 and 74 guns would be used, supplemented by other shallow-draft ships that in the event were not used. Among these latter were gun barges, to be used for bombardment of Copenhagen, should it be a necessary inducement to withdrawal from the Armed Neutrality treaty.

Admiral Sir Hyde Parker was placed in charge of the force, and under him was Vice Admiral, the Viscount Horatio Nelson, hero of the Nile.

Nelson did not rejoice in his assignment. He had served under Parker before and had not been impressed by the elderly admiral's character or resolution. Parker was 20 years Nelson's senior and very wealthy. He had also taken a very



young wife, who would today be called a "trophy wife," but was referred to throughout the fleet as "batter pudding." Moreover, Nelson had been in the Mediterranean for years and was accustomed to its warmth – the Baltic, an area he had not visited since he had been a junior captain, presented a bleak prospect. Nelson suspected that the Admiralty was bent on separating him from Lady Emma Hamilton, with whom he had returned from the Mediterranean, in the company of Sir Edward Hamilton. He was justified.

On 12 March 1801, Parker hoisted his flag in HMS *London* and sailed from Yarmouth with 26 ships of the line, seven frigates and 23 smaller vessels. It was not an overwhelming force, for in addition to Denmark's 28 warships, Russia had 48 in the Baltic and Sweden an-

other 12. Parker was under orders to go to Copenhagen, demand that the Danes withdraw from the League of Neutrality, and, if rebuffed, destroy the Danish fleet.

The British reached the west coast of Jutland on the 17th and then sailed around the Skaggerak, into the Kattegat and southward through the narrow strait that separates Swedish Helsingborg from Danish Helsingör (Hamlet's Elsinore). South of this strait, the British were fired on without effect by the guns of Kronborg Castle. At about noon on 30 March, Parker anchored near the island of Hven, five miles north of Copenhagen.

During that afternoon, Parker, Nelson and Rear Admiral Thomas Graves studied the Danish position. Nelson, despairing of Parker leading the fleet into a fight, offered to take ten of the smaller ships of the line into the King's Deep to

(Continued on page 4)

1982: Argentine Attempt to Seize Falkland Islands Fails

British Reaffirm Ancient Claim to Distant Colony; Enemy Dictator Toppled

When, on the morning of 2 April 1982, Argentine soldiers landed by helicopter near Port Stanley in the Falkland Islands, it was the beginning of an undeclared war between Great Britain and Argentina, but it wasn't the landing that started the war. Argentina had for more than a century and a half chafed at the view of a British colony close to its shores, and claimed the Falklands as theirs, calling them *Islas las Malvinas* (and how they got that curious name will be revealed as we go on).

Argentina claimed the islands on the basis that Argentina was a former colony of Spain and so were the islands. Great Britain claimed the islands on the basis of discovery, settlement and conquest, hard arguments to argue against. Much of the argument centered on who found them first.



Histories of Argentina, written by Argentine scholars, claim that Estêvão Gómez, Portuguese captain of the ship *San Antonio* on Magellan's expedition, sighted the islands in 1522. But Gomez had mutinied shortly after Magellan entered the straits that now bear his name and had sailed home to Seville. Gomez had reported that the straits were but a bay and did not mention the islands. Gomez left no written record.

The Encyclopaedia Britannica says the

English navigator John Davis *may* have been the first person to sight the islands in 1592 [*emphasis added*], but adds that the Dutchman Sebald de Weerdt made the first undisputed sighting around 1600. Everyone agrees that the English captain John Strong made the first landing in the islands in 1690, and named the sound between the two islands after Viscount Falkland. But Strong didn't set up camp – that did not happen until the French navigator Louis-Antoine de Bougainville founded a small settlement on the east island in 1764 and the British settled the west island a year later.

The French set up a fishing business on their island and brought workers from the areas of Brittany and Normandy around St. Malo to run it. They informally named the islands after their home, calling them the *Iles Malouines*. In 1767, when the Spanish bought out the French, they adopted the name which in Spanish became *Islas las Malvinas*. Three years later, in 1770, the Spanish directed the British to leave the west island. A Captain Hunt, the officer in charge of the very small British garrison, responded as only an Englishman could:

I have received your letters by the officer, acquainting me that these islands and coasts thereof belong to the King of Spain, your Master. In return I am to acquaint you that the said islands belong to His Britannic Majesty, My Master, by right of discovery as well as settlement and that the subject of no other power whatever can have any right to be settled in the said islands without leave from His Britannic Majesty or taking oaths of allegiance and submitting themselves to His Majesty's Government as subjects of the Crown of Great Britain.

(Continued on page 7)



The Royal Navy sent to the Falklands a task force as strong as the entire Argentine navy, which was kept bottled up in port throughout the conflict. Here, one guided missile destroyer and three frigates steam in the South Atlantic.



The battle is not yet fully joined, as Nelson's line continues to unfold against the Danes. In the days before the battle, patriotic fervor had gripped Copenhagen, and at least 25 percent of the men manning

the Danish ships had been enlisted a day or two before the clash. As Danish men fell in battle, more volunteers went directly from the streets to the guns.

Nelson Would Take 12 Ships into Battle Against Dane's 18

(Continued from page 2)

attack the enemy. Eventually, Parker agreed and added two ships to Nelson's squadron. He would stand off the harbor mouth in his heavier ships to cut off any Danish ships making for sea. The Danish navy, under the command of Captain Olfert Fischer, had placed 18 ships in a line extending southwest from the Trekroner Battery, a position that would guard Copenhagen from an approach from that quarter.

Nelson, however, was convinced that the best way to attack was from that direction, but his problem was getting authorization to start. The Danes were well aware of the British presence and there was great activity in Copenhagen. Patriotic fervor gripped the city and volunteers flocked to naval service. Defenses were built and the ships were equipped.

When the battle came, a full quarter of the Danes manning their ships had less than a week's service.

The British sailors were battle-hardened veterans, with no less patriotism than their adversaries. And their gunnery was superb. But Nelson's task was formidable, nonetheless. With just 12 ships under his command, he was to destroy or capture 18 ships, all under the cover of a 66-gun battery. It was also his own idea.

Between 9:45 and 10:15 a.m. on 2 April 1801, Nelson, his flag in HMS *Elephant*, headed for the King's Deep. His captains knew where they were going – Nelson's orders, as always, were explicit and had been given with the full agreement of his "band of brothers." Here is one paragraph:

These ships are to fire in passing onto their stations: *Edgar*, *Ardent*, *Glatton*, *Isis*, *Agamemnon* are to lead in succession. The *Edgar* to anchor abreast of No. 5, (a 64-gun ship made into a floating battery). The *Ardent* to pass the *Edgar*, and anchor abreast of No. 6 and 7. The *Glatton* to pass the *Ardent*, and anchor abreast of No. 9 (another 64 turned into a battery). The *Isis* to anchor abreast of

No. 2 (also a 64-gun battery). The *Agamemnon* to anchor abreast of No. 1. *Belлона*, *Elephant*, *Ganges*, *Monarch*, *Defiance*, *Russell*, *Polyphemus*, to take their station and anchor as is prescribed by the following arrangement.

It is apparent that, by the time Nelson's squadron was in place, all the Danish ships save the first in line would have been fired on by a moving target. The wind had shifted so that it was directly behind the British and there is little doubt that Nelson saw the similarity with the shoals of Aboukir but here there was no pilot to guide him and three of his ships ran aground, weakening his force.

The first shot was fired at around 10:30 a.m. and soon there was heavy cannonading, one side against the other. Though many of the Danish guns were manned by "sailors" recruited only days, or even hours, before the battle, they did not need knowledge of the sea to man their guns and gave almost as good as they got from the experienced English gunners. Remarking on a shot that went through *Elephant's* rigging, Nelson said to his flag captain "It is warm work, and



In this Nicholas Pocock painting, the two lines are fully engaged. Many of the Danish ships had been converted to floating batteries, with additional guns mounted, and their captains were able to fight them unconcerned about sails or rigging. The Danes gave as good as they got, and the issue was far from settled when Nelson bluffed the Crown Prince into surrender.

this day may be the last to any of us at a moment – but, mark you, I would not be elsewhere for thousands.” But he rued the circumstances that deprived him of one of the greatest of British advantages – superior seamanship. He later wrote “Here was no maneuvering; it was downright fighting.” But after two hours, the Danish line began to crumble, as some ships had surrendered and two were pounded out of action.

To Sir Hyde Parker, viewing the fight from the quarterdeck of *London*, things did not appear to be going well at all. Nelson said he would make short work of the Danes, completing the job in about an hour. After two and one-half hours, Parker could see no progress through the smoke of battle. Through his glass, he could see signals requesting assistance flying from the three ships which had run aground. It was fully in keeping with the irresolute commander’s character that he should order the signal “Discontinue the action” to be hoisted. What followed was the most famous incident in history where disobedience of an order led to victory.

This is how Tom Pocock describes the incident in *Horatio Nelson* (1987,

Random House):

On the quarterdeck of the *Elephant* Lieutenant Langford, turning his telescope on the distant flagship, saw the signal through the smoke, and called to Nelson that she was flying the signal to discontinue the action. The admiral appeared not to have heard and when the lieutenant shouted again, called back irritably: “Mr. Langford, I told you to look out on the Danish commodore and let me know when he surrendered; keep your eye fixed on him.”

At this, the dutiful Langford asked a question that could not be ignored: should he repeat the Commander-in-Chief’s signal to the other ships? “No, acknowledge it,” snapped Nelson, then asked whether his own signal for “close action” was still hoisted. Being told it was he ordered: “Mind you keep it so.”

Then, walking to and fro nervously working the stump of his right arm, he stopped by Colonel Stewart and said, “Do you know what’s shown on board of the Commander in Chief? No. 39!” Asked what that meant, he replied, “Why, to leave off action! Now damn me if I do!”

Then, he turned to Captain Thomas Foley, who had commanded HMS *Goliath* at The Battle of The Nile and was now Nelson’s flag captain, and as Stew-

art reported, said: “You know, Foley, I have only one eye – I have a right to be blind sometimes” and then with the archness peculiar to his character, putting the glass to his blind eye, he exclaimed, “I really do not see the signal!”

Nelson knew he had the battle won, but his squadron was still in a dangerous situation, squeezed between the Danish line and the shoals of the Middle Ground. He also knew he needed a victory, for with the wind behind him the only way out of the King’s Deep was past the Trekroner Battery with its 66 big guns.

Here it is well to remember that Nelson’s objective of destroying the Danish fleet was only part of the British mission. The overall objective of forcing the Danes to abandon the Treaty of Armed Neutrality might require placing the gun barges near to Copenhagen, and a lot of Danish vessels, many of which had surrendered, were in the way.

Nelson saw another way out, and hoisted a white flag of truce, indicating he wanted to communicate with the Danish Captain Fischer. To his opposite, he wrote:

To the brothers of the Englishmen, the Danes, Lord Nelson has directions to

(Continued on page 6)

Crown Prince Frederick Takes the Bait

View from Shore Appalling; Nelson's Offer to Spare Danish Sailors Ends Battle

(Continued from page 5)

spare Denmark, when no longer resisting; but if firing is continued on the part of Denmark, Lord Nelson will be obliged to set fire to all floating batteries he has taken, without having the power of saving the brave Danes who have defended them.

Though written in the heat of battle, the note bore Nelson's seal, as if he were sitting at his desk at home. Throughout his life, he claimed the message was written out of a desire to spare the Danish sailors, but it was a bluff, and an English God was dealing the cards. When Nelson's messenger reached shore, he delivered the note not to Fischer but to the Danish Crown Prince



A photograph of a full figure of Lord Nelson, the centerpiece of the Nelson gallery at the Royal Naval Museum.

Frederick, who had been observing the battle and from his vantage point saw only wreckage in the Danish line.

Without consulting Fischer, who knew the true situation and believed the British might punish his forces but could not break them, the Crown Prince accepted the cease fire. The action sputtered on until 3:15, when Nelson went

on shore to treat with the Crown Prince. Frederick had only then learned of the assassination on 23 March of the Russian Czar, Paul I, who had been the force behind the Armed Neutrality pact. Believing that treaty was doomed without the Czar's 48 warships, Frederick agreed to withdraw from the League. An armistice was negotiated and signed on 9 April.

The British government confirmed Nelson's arrangements and he eventually returned home a hero. But he had difficulty leaving Copenhagen. As soon as he returned to his flagship, he set to work moving his squadron out of the king's Deep. His own *Elephant*, as well as *Defiance*, went aground almost under Trekroner's guns, and *Désirée*, going to the aid of two ships that had grounded earlier, got into difficulties herself. It was good for Nelson that he had secured the armistice.

With Denmark neutralized, Parker still had Sweden and Russia to deal with, so the British fleet searched for the Swedish navy, finding it moored across the mouth of the harbor at Karlskrona. Parker arrived off the port on 20 April and was assured by the Swedish Admiral Palmquist that his country was ready to come to terms. Parker was then replaced by Nelson who set sail for Revel, and a showdown with the Russians, but three days after leaving Karlskrona received word that the new Czar, Alexander I, had ordered his fleet to abstain from hostilities. The League of Armed Neutrality had proved less durable than the paper upon which it was written.

For the next six years, the small kingdom of Denmark struggled to maintain its neutrality between Great Britain, which controlled the North Sea, and Russia, which controlled the Baltic, while all the time becoming neither friendly with France nor sufficiently unfriendly to invite invasion by Bonaparte. Generally, the Danes favored Napoleon, but he was too ardent a suitor so they refused his repeated urging that they join his league.

After the 1807 Peace of Tilsit, another short-lived treaty, Napoleon sent Denmark a message insisting upon the complete exclusion of British trade and the cooperation of its newly rebuilt navy

1909: 90 Degrees North; Peary Reaches the Pole

On 6 April 1909, Commander Robert E. Peary became the first man to plant his toes on the North Pole. He had only two to plant, having lost the other eight to frostbite on previous attempts to reach the pole.

The 52-year-old Peary had with him Matthew Alexander Henson, a gentleman of color who over an 18-year period had accompanied Peary on seven pre-



Commander Robert E. Peary

paratory expeditions, four Eskimos and 40 dogs. Their journey had taken them 413 nautical miles across the frozen Arctic Ocean from the tip of Greenland, which they had identified. They found along the way a 35-ton meteorite now displayed in the Museum of Natural History. By searching through holes in the ice, they established that no land mass existed under the polar cap. **M:H**

with the remnants of the French. This time, the British sent a massive fleet under Admiral Lord James Gambier, with 27,000 troops embarked. Nelson was gone, having lost his life in his victory at Trafalgar in 1805, but Gambier was a distinguished officer, having served under Lord Richard Howe at the Glorious First of June in 1794. Using the troops to lay siege to Copenhagen, Gambier forced the Danish General Peymann to sue for a truce on 5 September 1807. On 7 September, a convention was signed and Gambier sailed for England – with the Danish fleet. **M:H**

Portugal, Spain, Britain, France, even U.S., have Roles in Falklands' History

No Nation was Quite Sure Whether it Wanted Islands

(Continued from page 3)

The Spanish departed, but returned in much greater strength and forced the British from their settlement, but the British returned a year later under threat of war. This return was short-lived, however, as the settlement was not economically viable, and the British withdrew in 1774. The Spanish persevered until 1811 when the possibility of loss of its New World colonies directed its attention elsewhere. Among the colonies lost was Argentina, which declared its independence in 1816.

In 1820, the Argentines proclaimed their sovereignty over the Islas las Malvinas but waited eight years to go there. In 1828, the governor of Buenos Aires, Juan Manuel de Rosas, implanted a military governor named Vernet, a small garrison and a few settlers on the islands. The governor, as is the way with South American satraps, soon fancied himself more powerful than he was and arrested three American sealers when they anchored in the sound.

In 1831, Captain Silas Duncan, a hero of the 1814 Battle of Lake Champlain, in USS *Lexington* investigated the capture of the three American sealing vessels and sought to protect American interests. He did so by laying waste to the Argentine settlement and driving Vernet and the settlers into the hills. Hearing of this, the British became concerned that the Americans might claim the islands and dispatched a force to reclaim the Falklands. Vernet and the Argentines were removed to the mainland in an operation that required the expenditure of no gunpowder. It took 50 years, but by 1885 a British settlement of about 1,800 was self-supporting. In 1892, the Falkland Islands were granted colonial status.

For the next 90 years, through two world wars that touched the Falkland Islands only briefly in 1914 when a British squadron avenged the Royal Navy's embarrassment at Coronel by sinking Germany's *Scharnhorst* and *Gneisenau* (see *Mission: History*, 6 Dec 1999), the Falklands remained a quiet British outpost, populated by fewer than 2,000 Britons. And for all of those 90 years,

Argentine school children were taught that the Islas las Malvinas had been stolen through "imperialistic arrogance" and were rightfully Argentina's.

In 1964 and 1965 the United Nations debated the Falklands "situation," the discussions ending in an agreement between the two countries to attempt to find a peaceful solution to the issue. Those deliberations were still dragging on in 1982.

When Argentine President Juan D. Perón died in 1974, his third wife, Isabel Martínez Perón, who had been vice president, succeeded him. She was deposed by a military junta in 1976. By 1981, Argentina's economy was in a shambles. The rate of inflation was more than 600 percent, gross domestic product was down 11.4 percent, manufacturing output had dropped about 30 percent and real wages had fallen by almost 20 percent. Public dissent arising from the economic chaos resulted in harsh repression, and thousands of people simply disappeared. Growing unrest threatened to topple the military dictatorship of General Leopoldo Galtieri.

To divert public attention from the internal problems of his country and in hope of restoring the popularity of his regime, Galtieri decided to play the Falklands card, seizing on the resentment of the people over British occupation of the islands – a resentment bred of generations of indoctrination. As it would turn out, once again a South American satrap overplayed his hand.

An invasion was planned to take place in 1982, either on the revolution anniversary which was 25 May or on 9 July, Argentina's independence day. Because internal unrest was growing intolerable, supported by mass union demonstrations in late March, the invasion date was moved forward.

On 2 April 1982, the Argentine navy landed thousands of troops on the Falklands and soon suppressed a small garrison of Royal Marines who fought bravely until British Governor Rex Hunt ordered them to lay down their arms. The governor and Marines were flown to Montevideo in Uruguay. The following day, Argentine troops seized the islands of South Georgia and the South Sandwich Group, 1,000 miles east of the Falklands. In Argentina, the invasions

proved immensely popular. Galtieri was once again a hero and there were massive outbursts of solidarity on the streets of Buenos Aires. Argentina eventually placed more than 10,000 troops on the Falklands.

The United Nations, of course, wrung its hands, and the United States tried to mollify both sides with Secretary of State Alexander Haig shuttling between Washington, London and Buenos Aires. The British quietly prepared to retake the islands.

On 25 April, a British commando force retook South Georgia without firing a shot and the Argentine commander on the island, Alfredo Astiz, signed a surrender document on board HMS *Plymouth*. The Argentine military code contains this passage:

A soldier will be condemned to prison for three to five years if, in combat with a foreign enemy, he surrenders without having exhausted his supply of ammunition or without having lost two-thirds of the men under his command.

The British also attacked and disabled the Argentine submarine *Santa Fe*, and a task force was at sea, bound for the Falklands.

On 30 April, the U.S., which had sought not to offend either friend, terminated Haig's efforts and President Ronald Reagan declared support for Britain and instituted economic sanctions against Argentina.

Though the Royal Navy had strength in ships, it had only the Sea Harriers on HMS *Hermes* and HMS *Invincible* plus a further 22 RAF Harriers to face a well trained Argentine air force with 68 A-4 Skyhawk and 43 Mirage and Israeli-built Dagger aircraft. The navy knew it would come under attack.

On 2 May, the submarine HMS *Conqueror* sank the Argentine cruiser *General Belgrano* and 400 of her crew were lost, but two days later the British destroyer HMS *Sheffield* was hit by an Exocet missile fired at long range by an Argentine bomber. The missile penetrated the ship's hull above the waterline and then exploded, killing 22 sailors and starting a major fire amidships that eventually caused *Sheffield* to sink on 10 May.

On 7 May, the UN entered the picture with attempts to negotiate a peace.

(Continued on page 8)

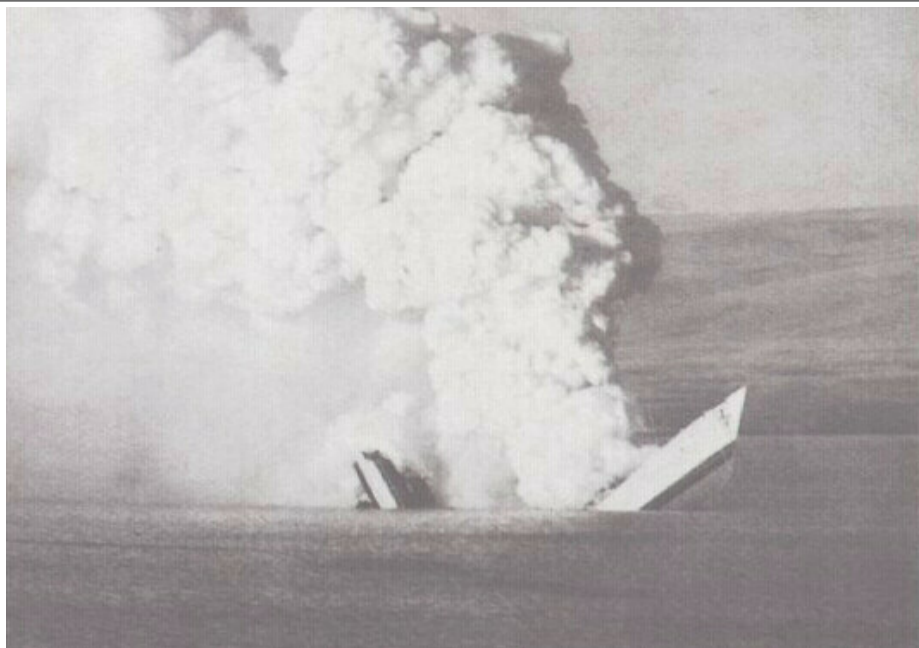
Air Inferiority Costs British Six Ships; Control of Sea Averts Much Loss of Life

(Continued from page 7)

Those efforts were largely ignored by the combatants and on 9 May two British Sea Harriers sank the Argentine trawler *Narwal*. On 11 May, the frigate *HMS Alacrity* dispatched to the bottom *Isla de los Estados*, an Argentine supply ship. On the 12th, *Queen Elizabeth II* sailed from Southampton with 3,500 men including the Welsh Guards, the Gurkhas and elements of the Household Cavalry equipped with light tanks. On the same day, Prime Minister Margaret Thatcher said a peaceful solution seemed unlikely. She later rejected a peace proposal presented on the 18th by UN Secretary General Perez de Cuellar.

Twelve four-man teams of British Special Forces made a successful raid on Pebble Island on the night of 14 May, demolishing radar installations, destroying 11 airplanes on the ground and blowing up an ammunition dump. This assault diverted the attention of the Argentines sufficiently to allow the British task force to move toward Falklands Sound unobserved. On the night of 20-21 May, heavy British air strikes again occupied the Argentines while the British fleet sailed into the sound. Royal Marine commandos routed the Argentine garrison and established a beachhead around San Carlos. During the day, about 1,000 troops came ashore and prepared to move southward toward Darwin and Goose Green before pushing east toward Port Stanley.

Argentina's response to the landing was a ferocious air attack on the ships in the sound, which British tars soon named "bomb alley." On 21 May, the frigate *HMS Ardent* was sunk by a bomb from a Mirage fighter-bomber, at the cost of nine Argentine aircraft shot down. Two days later, another frigate, *HMS Antelope*, was sunk by a 500-pound bomb that exploded in her engine room. The cost to Argentina was 10 aircraft shot down. On the 25th, *HMS Coventry*, a destroyer, was sunk and *MV Atlantic Conveyor* was hit by an Exocet missile and had to be abandoned. The container ship sank three days later. As these losses mounted, there was concern



A single 500-pound bomb penetrated the deck of *HMS Antelope* and exploded in her engine room. Absence of air superiority cost the Royal Navy dearly.

in both the United Kingdom and the task force.

The air attacks against the British task force were costly to the Argentine air force, and the beachhead around San Carlos remained secure. On 28 May, a force of 600 men of the 2nd Parachute Regiment took Darwin and Goose Green in what many say was the longest and toughest fight of the war. The unit's commander, Lieutenant Colonel Herbert Jones, was killed in the battle and was posthumously awarded the Victoria Cross. Of the 1,600 defenders, 200 were killed and 1,400 surrendered.

Through the last days of May, the British prepared to assault the main Argentine positions around Port Stanley. By the 31st, the city was surrounded. Bad weather for the first week in June gave the British a break from the Argentine air force and prevented the Royal Navy from participating in an attack on Port Stanley. Both sides got a breather, but in New York, Britain vetoed a Panamanian-Spanish cease fire resolution in the UN Security Council.

The weather cleared on 8 June and Argentine aircraft pounded a British landing area about 20 miles south of Port Stanley. Men and equipment of the 5th Infantry Brigade were being put ashore when they and the logistic landing ships *Sir Galahad* and *Sir Tristram* were attacked. Both ships were badly damaged and 59 soldiers – 43 from the Welsh

Guards – were killed. Despite the air assault and inadequate resources to combat it, the buildup continued. On the 11th, one of the destroyers engaged in shore bombardment, *HMS Glamorgan*, was hit by a land-launched Exocet missile, killing 13 of her crew.

On 13 June, British troops supported by artillery took Tumbledown Mountain, Wireless Ridge and Sapper Hill. The British now had the high ground surrounding port Stanley. On the morning of the 14th, Argentine forces were seen to be retreating from their defensive positions and moving into the town of Port Stanley. At 2100 local time, General Mario Menendez surrendered his 10,000-man force to the commander of the British ground forces. **M:H**

How to Get in Touch

Mission: History has been asked to provide an address for reader communications. E-mail may be sent to this address:

nabh1st@pacbell.net

Mail may be sent by conventional post to:

Ric Teague
2239 Wellesley Street
Palo Alto, CA 94306

Submissions are not encouraged because of constraints on the time available for editing. If such are sent, they should be sent as e-mail attachments in Microsoft Word 6.0 or as type-written copy, double-spaced, accompanied by a 3½-inch diskette containing the submission in Microsoft Word 6.0 for Windows.

Quite welcome are suggestions of events for coverage. Please offer suggestions two months ahead of the anniversary of an event.