



Left: the taxi boat *Amalia*. Right: the passage out from Muskö at Måsknuv (the photo is taken from the Coastal Defence base at Mälsten).

Information from Norwegian Military Intelligence had already falsified the hypothesis about a Soviet submarine, and the 2001 Submarine Inquiry analysis of the tapes was sabotaged by a leading admiral. But most important, there was a lot of technical evidence that never was used by the Naval Analysis Group, so let us look at some of this evidence.

In 1990s-2000s, I read the diary of the Chief of Defense at the Swedish War Archives; staff orders, war diaries and intelligence reports at the Naval Base Archive; the secret Naval Analysis Group Report, the Sea-Floor Report, the Special Report for the Chief of Navy and the top-secret Defense Staff Report (for Chief of Defense Bengt Gustafsson) at the Defense Ministry, and all the material from official Commissions and Inquiries at the Swedish Central Archives, later the National Archives. One thing that struck me was the notes by Olof Palme's State Secretare Ulf Larsson. On 21 October 1982, just after the Hårsfjärden incident, he wrote that Chief of Defense General Ljung had told Prime Minister Palme, Foreign Minister Bodström and Defense Minister Andersson that they had "no indication of nationality". Chief of Defense Staff Admiral Stefenson had told that two submarines had cooperated in Swedish waters "to test our capability/will".²¹⁸ Afterwards, we know that these are the words used by Caspar Weinberger and Keith Speed to justify US and British operations in Swedish waters, while the Soviets had no reasons to test our "will", because such tests would just increase the Swedes' will to defend themselves. Ljung had said that there was "no indication of nationality", while Stefenson seemed to know that the submarines were from the West. Let us instead look at some technical evidence to get some basic facts, and let us start with the two submarines Stefenson spoke about in his briefing above.

At 12:20 on 11 October 1982, a large metallic underwater object passed over the mine-barrage at the Mälsten Coastal Defense Base, at the exit out from the Muskö Naval Base. The submarine passage was preceded by low-frequency sounds typical for a submarine as well as sonar and IR-contacts with a submarine just north of the mine-barrage. During the passage, repeated checks showed that a large metallic object passed over the mine-barrage a hundred meters from the Mälsten mine-troops command no. 2 (CMS2) on the small island of Måsknuv (at Mälsten). Captain Johan Eneroth detonated a 600 kg mine (depth: 37 meters). It created a 60 meter high pillar of water. A hundred-meter wide oil and mud patch appeared on the surface. It followed the currents northwards. Half an hour later, at 12:55, a Navy aircraft reported the location of this oil patch to be more than 500 meters north of where the detonation had taken place. The oil patch had moved northwards at a speed of about 1 km per hour. At 12:57, patrol boat *Bevb 77* was ordered out to take samples. She left at 13:05 and arrived at Nynäs Petroleum in Nynäshamn for analysis of the samples at 13:35.²¹⁹ At 13:45, helicopter Y46 reported a small green patch (50 x 150 meters) on the surface meters from the position of the mine explosion and ten meters from the island. After