

MISCELLANEOUS LOOSE ITEMS

22 SEP 1983 to 24 NOV 1984

C. CLAUSEN DAMPSKIBSREDERI A/S

(C. CLAUSEN STEAMSHIP COMPANY LIMITED) AND AFFILIATED COMPANIES



COPENHAGEN-DENMARK

BILL OF LADING
FOR CARRIAGE OF LIVESTOCK

REF. BB4E/BC9/FAKLANDS APPEAL-3/103998.

B/L No. 1.

Consigned to order of

Notify address

GOVERNMENT SECRETARY,
PORT STANLEY,
FAKLAND ISLANDS.

Shipper

CROWN AGENTS.
FOR AND BEHALF OF THEIR PRINCIPAL.

Vessel

Port of loading

Port of discharge

MV " DINA KHALAF " POOLE

PORT STANLEY.

ORIGINAL

Marks and numbers

Description of goods

Gross weight

6 PEDIGREE BREEDING BULLS.

19 PEDIGREE BREEDING HEFFERS.

11,120 kgs

4 TOGGENBURG GOATS.

4 PIGS

167 SHEEP

11,000 kgs.

20 HORSES

6,500 kgs

ORIGINAL

ORIGINAL

The cargo to be loaded, transported and discharged in accordance with the clauses overleaf.

FREIGHT:

" PREPAID "

Shipped on board the above Vessel and to be discharged at the aforesaid port of discharge or so near thereto as the Vessel may safely get and be always afloat. Weight, measure, marks, numbers, quality, quantity, condition, contents and value unknown to the Carrier unless the contrary has been expressly acknowledged and agreed to. The signing of this Bill of Lading is not to be considered as such an agreement.

In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its terms, stipulations, exceptions and conditions, on both pages, whether written, printed, stamped or otherwise incorporated as fully as if they were all signed by the Merchant. Freight, charges, primage plus other expenses incurred to be paid in accordance with the provisions contained in this Bill of Lading.

One Original Bill of Lading must be surrendered duly endorsed in exchange for the goods or delivery order.

IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Original Bills of Lading, stated below, all of this tenor and date, any one of which being accomplished the others to be void.

TOTAL

Number of Original B/L

Place of issue

Date of issue

TWO (2)

POOLE

22.9.83

PAYABLE AT:

AGENT AT PORT OF DESTINATION

Signed (for the master) by

MASTER.

W. Halverson

BILL OF LADING

CONDITIONS

Merchant. Wherever the term Merchant occurs in this Bill of Lading, it shall be deemed to include all parties interested in the cargo hereunder Charterer, Shipper, Consignee, Holder of Bill of Lading, Receiver and Owner of Goods.

1. Responsibility.

Live animals shipped hereunder are received, kept, carried and discharged at the sole risk of Merchant and Carrier shall not under any circumstances whatsoever be liable for any loss and/or damage or delay thereto, any death, disease, flight and fracture, and Carrier shall have no responsibility whatsoever, for the health and/or condition of the animals during loading, stowing, discharging and voyage whether or not such loss, damage or delay, death, disease, flight and fracture, health and/or condition may be due to any wrongful act, neglect or default of Carrier or the Master, Officers, Crew, Pilot, Stevedores, Servants, Agent or other persons, whosever, for whom Carrier might otherwise but for this Clause be responsible whether in the service of Carrier or not, and whether or not the above named vessel or any other vessel or craft in which the said animals may be loaded was unseaworthy at the time of loading or sailing or any other time.

Carrier is not responsible in any way for the compliance or fulfilment of any regulations in force either at the port of loading or at the port of discharge or any other port, place or country.

2. Deviation.

The vessel has liberty to call at any port or ports in any order, for any purpose, to sail without pilots to tow and/or assist vessels in all situations, and also to deviate for the purpose of saving life and/or property, and also to deviate in accordance with the Clauses 10 and 11.

3. Loading and Discharge.

The animals to be loaded, stowed, penned/unpenned or accommodated and discharged by Merchant free of all expenses to Carrier (sto and free stowed), but vessel's crew may stow and/or unstuff, pen and/or unpen or accommodate the animals onboard, if permitted by local regulations, labour unions and labourers.

If not otherwise stipulated overleaf, loading, stowing and discharge of animals and fodder to take place as fast as vessel can receive or deliver respectively, also on Sundays and holidays and outside customary working hours, by day and night and independently of weather. Time to count 2 hours after vessel's arrival at or off port and whether in berth or not, time lost in waiting for berth to count as lay-time.

Demurrage: £ 250.0.0 Sterling per day or pro rata thereof for vessels under 300 GRT and £ 500.0.0 Sterling per day or pro rata thereof for vessels between 300 GRT and 750 GRT and £ 750.0.0 Sterling per day or pro rata thereof for vessels above 750 GRT, but Carrier has always the right to withdraw the vessel.

Any dues and/or taxes and/or fees whatsoever, irrespective of kind or nature, on cargo and/or freight and/or imposed on vessel on account of carrying cargo, to be for Merchant's account.

4. Supplies.

Merchant to supply at his own expense entirely all ropes and/or chains as necessary and/or required by the authorities for tying the animals on board the vessel, also milking and/or veterinary equipment and/or other equipment, whatsoever, specially required by authorities and/or Carrier.

Carrier to supply at his expense but at Merchant's risk and responsibility attendance by vessel's crew and fresh water for the animals during the voyage. Merchant to supply for own account any necessary fodder for the animals during the voyage. This fodder to be loaded (free loaded and stowed) by Merchant under or upon deck at vessel's option. Deck load, if any, to be covered by tarpaulins by Carrier free of any risk and responsibility whatsoever for Carrier.

As far as fodder in the holds is concerned, the following General Paramount Clause to apply:

»The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August, 1924, as enacted in the country of shipment, shall apply to this contract. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.»

5. Agents.

Carrier to appoint his own agents in ports of loading and discharge.

6. Lien.

Carrier has a lien on all goods for payment of freight, deadfreight and difference in freight, and for any expenses incurred before or after shipment, including demurrage, cost of repair, if any, and forwarding expenses, fines, damages and expenses mentioned in this Bill of Lading.

Carrier shall also be entitled to fall back on Merchant for the difference between the total amount owing to Carrier and the net proceeds of the goods.

Merchant always to be responsible for full freight, difference in freight, deadfreight and/or demurrage accrued at port of loading and/or at port of discharge, damages for detention, cost of repairs, damages, forwarding expenses, fines and all other expenses mentioned in this Bill of Lading regardless whether Carrier has exercised lien on goods or whether Carrier has not exercised - or tried to exercise - such lien.

7. Payment of Freight.

Full freight (whether prepaid, prepayable or payable at port of destination) to be paid discountless in accordance with stipulations overleaf, and in any case freight to be considered due and earned, even if the vessel and/or cargo should be lost. Freight also payable for animals perished during the voyage and for animals lost or damaged or otherwise in bad condition. In calculation of Merchant's/cargo's contribution to General Average the amount of total freight to be added to the value of the cargo.

Freight payable at port of destination, together with all other amounts mentioned in the Lien Clause, to be paid on delivery of the goods in cash without deduction.

8. Jurisdiction.

Any dispute arising under this Bill of Lading to be decided by the Maritime and Commercial Court of Copenhagen (with appeal to the Supreme Court of Copenhagen) and Danish Law to apply, unless Carrier demands compliance of the Law of the vessel's flag.

Any possible alleged claim against Carrier to be instituted by lawsuit before the Maritime and Commercial Court of Copenhagen latest within one year after the end of the voyage. Otherwise the claim or claims to be null and void.

9. Port of Loading.

A) Carrier is always entitled to cancel the contract without paying any compensation to Merchant in the following cases:

- 1) If there is a strike or lockout (any troubles with Labour Union and/or labourers to be regarded as strike or lockout, even if strike or lockout is not formally declared) affecting the loading of the cargo or any part of it.
- 2) If any of the Great Powers, United Nations and/or Germany and/or Denmark and/or the Nation under whose flag the vessel sails or the country in which the vessel shall load or discharge, be engaged in war hostilities or warlike operations or be involved in civil war or revolution.
- 3) If ice, quarantine or any other reasons and/or causes will prevent the vessel from reaching or entering the port of loading, there load in the usual manner without delay and/or risk and leaving again also without delay and/or risk and always safely afloat and with full liberty and/or freedom to move.

B) In the cases mentioned above Carrier may leave with the cargo actually on board or discharge the cargo in the port of loading at Merchant's risk and expense.

10. Port of Destination. Other Ports.

If on account of actual or threatened quarantine, ice, strikes, lockouts, or any other reasons or causes, preventing the vessel from reaching or entering the port of destination, there discharge in the usual manner without delay and leaving again also without delay and always safely afloat, the Master is at liberty to discharge the goods at another port which he may consider safe and convenient. Such discharge shall be deemed to be fulfilment of the contract voyage and freight shall be payable accordingly. Merchant to be liable for every loss, including loss of time, and for all extra expenses thereby incurred. Merchant to be informed, if possible.

The vessel shall never be obliged to remain in a port, if there is reason to fear that the vessel's liberty and/or freedom to move shall be limited. On such occasions the vessel therefore to be entitled to leave immediately with or without the cargo actually on board.

This Clause to apply even if the reasons and/or causes mentioned above are actual or threatening on signing Bill of Lading, or entering the port in question.

11. War.

1. (A) If any of the Great Powers, United Nations and/or Germany and/or Denmark and/or the Nation under whose flag the vessel sails be engaged in war, hostilities or warlike operations or be involved in civil war or revolution whereby the safe navigation of the vessel may be endangered the cargo loaded shall be discharged at the port of loading.

(B) If owing to or during any war, hostilities, warlike operations, civil war or revolution any cargo under this Bill of Lading becomes, or is declared to be, contraband, whether absolute or conditional, or liable to confiscation or detention such cargo shall be discharged at the port of loading.

The discharge of any cargo effected at the port of loading shall be at Merchant's risk and expense, the contract of carriage thereupon being at an end so far as such cargo is concerned. Carrier shall have the right to load other cargo in place of cargo discharged.

2. If, after the vessel has left port of loading, any port of discharge named in this Bill of Lading be, or be declared to be, blockaded, or if owing to any of the matters mentioned in sub-clauses 1 (A) and (B) entry to any such port of discharge of cargo intended for any such port be in the Master's discretion dangerous or be prohibited, or it be found in the Master's discretion dangerous or impossible for the vessel to reach or remain at any such port, the cargo or such part of it as may be affected shall be discharged at such safe port at which the vessel may call or would pass in the ordinary course of the contract voyage, as may be nominated by Merchant within 48 hours after receiving Carrier's request for nomination of a substitute discharging port or at such safe port, as the Master may decide on should Merchant fail to make nomination.

3. The vessel shall have liberty to comply with any orders or directions as to departure, arrival routes, ports of call, stoppages, destination, discharge or in any other wise whatsoever given by the government of the nation under whose flag the vessel sails or any other government or any person (or body) acting or purporting to act with the authority of such government or by any committee or person having under the terms of the War Risk Insurance on the vessel the right to give any such orders or directions. If by reason of or in compliance with any such orders or directions anything is done or is not done it shall not be deemed a deviation.

4. The discharge of any cargo at other than the loading port under the provisions of sub-clause 2 and/or the conclusion of the adventure consequent upon compliance with any orders or directions referred to in sub-clause 3 whether the cargo be discharged or not, shall be deemed to be in fulfilment of the contract voyage and freight shall be payable accordingly. All extra expenses in consequence thereof shall be paid by Merchant, Carrier having a lien on the cargo for freight and all expenses incurred by him whether for discharge or otherwise.

This Clause to apply even if the reasons and/or causes mentioned above are actual or threatening on signing Bill of Lading, or entering the port in question.

12. Substitution of Vessel, Transhipment and Forwarding.

Whether expressly arranged beforehand or otherwise, Carrier shall be at liberty to carry the animals to their port of destination by the said or other vessel or vessels either belonging to Carrier or others, or by other means of transport, proceeding either directly or indirectly to such port and to carry the animals or part of them beyond their port of destination, and to tranship, land and store the animals either on shore or afloat and to ship and forward the same at Carrier's expense but at Merchant's risk. When the ultimate destination at which Carrier may have engaged to deliver the animals is other than the vessel's port of discharge, Carrier acts as Forwarding Agent only.

The responsibility of Carrier shall be limited to the part of the transport performed by him on vessels under his management and no claim will be acknowledged by Carrier for damage or loss arising during any other part of the transport even though the freight for the whole transport has been collected by him.

13. Average.

General Average to be adjusted in Copenhagen or at any other port or place at Carrier's option and to be settled according to York-Antwerp Rules, 1950. Merchant to pay the cargo's share in the general expenses even if same have been necessitated through neglect or default of Carrier's Servants. Merchant expressly renounces the Netherlands Commercial Code, Art. 700, and the Belgian Commercial Code, Part II, Art. 148.

14. Amended Jason Clause.

In the event of accident, danger, damage, or disaster before or after commencement of the voyage resulting from any cause whatsoever whether due to negligence or not, for which or for the consequences of which Carrier is not responsible by statute, contract, or otherwise, Merchant shall contribute with Carrier in General Average in the payment of any sacrifice, losses or expenses of a General Average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the cargo. If the salving vessel is owned or operated by Carrier, salvage shall be paid for as fully as if the salving vessel or vessels belong to strangers. Such deposit as Carrier or his Agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by Merchant to Carrier before delivery.

15. Both-to-Blame Collision Clause.

If the vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, negligence or default of the Master, Mariner, Pilot or the Servants of Carrier in the navigation or in the management of the vessel, Merchant will indemnify Carrier against all loss or liability to the other or non-carrying vessel or her Owner in so far as such loss or liability represents loss of or damage to or any claim whatsoever of the Owner of the said goods paid or payable by the other or non-carrying vessel or her Owner to the Owner of said cargo and set-off, or recouped or recovered by the other or non-carrying vessel or her Owner as part of his claim against the carrying vessel or Carrier. The foregoing provisions shall also apply where the Owner, Operator or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

C. CLAUSEN DAMPSKIBSREDERI A/S

(C. CLAUSEN STEAMSHIP COMPANY LIMITED) AND AFFILIATED COMPANIES



COPENHAGEN-DENMARK

BILL OF LADING
FOR CARRIAGE OF LIVESTOCK
B/L No. 2

Ref: BB4E/BC9/Falklands Appeal 3/403998

Consigned to order of

Notify address

GOVERNMENT SECRETARY,
PORT STANLEY,
FALKLAND ISLANDS.

ORIGINAL

Shipper

CROWN AGENTS,
FOR AND ON BEHALF OF
THEIR PRINCIPAL

Vessel

M.V. "DINA KHALAF"

Port of loading

POOLE

Port of discharge

PORT STANLEY

Marks and numbers	Description of goods	Gross weight
1	ECOGRASS UNIT	110 Kgs

The cargo to be loaded, transported and discharged in accordance with the clauses overleaf.

FREIGHT:

Shipped on board the above Vessel and to be discharged at the aforesaid port of discharge or so near thereto as the Vessel may safely get and be always afloat. Weight, measure, marks, numbers, quality, quantity, condition, contents and value unknown to the Carrier unless the contrary has been expressly acknowledged and agreed to. The signing of this Bill of Lading is not to be considered as such an agreement.

In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its terms, stipulations, exceptions and conditions, on both pages, whether written, printed, stamped or otherwise incorporated as fully as if they were all signed by the Merchant. Freight, charges, primage plus other expenses incurred to be paid in accordance with the provisions contained in this Bill of Lading.

One Original Bill of Lading must be surrendered duly endorsed in exchange for the goods or delivery order.

IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Original Bills of Lading, stated below, all of this tenor and date, any one of which being accomplished the others to be void.

TOTAL		Number of Original Bs/L	Place of issue	Date of issue
		2	POOLE	22.09.83
PAYABLE AT: ---		Signed (for the master) by HOGG ROBINSON (G. F. A.) LTD as Agents <i>[Signature]</i>		
AGENT AT PORT OF DESTINATION ---				

BILL OF LADING

CONDITIONS

Merchant. Wherever the term Merchant occurs in this Bill of Lading, it shall be deemed to include all parties interested in the cargo hereunder Charterer, Shipper, Consignee, Holder of Bill of Lading, Receiver and Owner of Goods.

1. Responsibility.

Live animals shipped hereunder are received, kept, carried and discharged at the sole risk of Merchant and Carrier shall not under any circumstances whatsoever be liable for any loss and/or damage or delay thereto, any death, disease, flight and fracture, and Carrier shall have no responsibility, whatsoever, for the health and/or condition of the animals during loading, stowing, discharging and voyage whether or not such loss, damage or delay, death, disease, flight and fracture, health and/or condition may be due to any wrongful act, neglect or default of Carrier or the Master, Officers, Crew, Pilot, Stevedores, Servants, Agent or other persons, whosoever, for whom Carrier might otherwise but for this Clause be responsible whether in the service of Carrier or not, and whether or not the above named vessel or any other vessel or craft in which the said animals may be loaded, was used thereto, at the time of loading or sailing or any other time.

Carrier is not responsible for any loss, damage or delay, death, disease, flight and fracture, health and/or condition of the animals during loading, stowing, discharging and voyage whether or not such loss, damage or delay, death, disease, flight and fracture, health and/or condition may be due to any wrongful act, neglect or default of Carrier or the Master, Officers, Crew, Pilot, Stevedores, Servants, Agent or other persons, whosoever, for whom Carrier might otherwise but for this Clause be responsible whether in the service of Carrier or not, and whether or not the above named vessel or any other vessel or craft in which the said animals may be loaded, was used thereto, at the time of loading or sailing or any other time.

2. Deviation.

The vessel has liberty to call at any port or ports in any order, for any purpose, to sail without pilots to tow and/or assist vessels in all situations, and also to deviate for the purpose of saving life and/or property, and also to deviate in accordance with the Clauses 10 and 11.

3. Loading and Discharge.

The animals to be loaded, stowed, penned/unpenned or accommodated and discharged by Merchant free of all expenses to Carrier (freight and free stowed), but vessel's crew may stow and/or unstuff, pen and/or unpen or accommodate the animals onboard, if permitted by local regulations, labour unions and labourers.

If not otherwise stipulated overleaf, loading, stowing and discharge of animals and fodder to take place as fast as vessel can receive or deliver respectively, also on Sundays and holidays and outside customary working hours, by day and night and independently of weather. Time to count 2 hours after vessel's arrival at or off port and whether in berth or not, time lost in waiting for berth to count as lay-time.

Demurrage: £ 250.0.0 Sterling per day or pro rata thereof for vessels under 300 GRT and £ 500.0.0 Sterling per day or pro rata thereof for vessels between 300 GRT and 750 GRT and £ 750.0.0 Sterling per day or pro rata thereof for vessels above 750 GRT, but Carrier has always the right to withdraw the vessel.

Any dues and/or taxes and/or fees whatsoever, irrespective of kind or nature, on cargo and/or freight and/or imposed on vessel on account of carrying cargo, to be for Merchant's account.

4. Supplies.

Merchant to supply at his own expense entirely all ropes and/or chains as necessary and/or required by the authorities for tying the animals on board the vessel, also milking and/or veterinary equipment and/or other equipment, whatsoever, specially required by authorities and/or Carrier.

Carrier to supply at his expense but at Merchant's risk and responsibility attendance by vessel's crew and fresh water for the animals during the voyage. Merchant to supply for own account any necessary fodder for the animals during the voyage. This fodder to be loaded (free loaded and stowed) by Merchant under or upon deck at vessel's option. Deck load, if any, to be covered by tarpaulins by Carrier free of any risk and responsibility whatsoever for Carrier.

As far as fodder in the holds is concerned, the following General Paramount Clause to apply:

>The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August, 1924, as enacted in the country of shipment, shall apply to this contract. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

5. Agents.

Carrier to appoint his own agents in ports of loading and discharge.

6. Lien.

Carrier has a lien on all goods for payment of freight, deadfreight and difference in freight, and for any expenses incurred before or after shipment, including demurrage, cost of repair, if any, and forwarding expenses, fines, damages and expenses mentioned in this Bill of Lading.

Carrier shall also be entitled to fall back on Merchant for the difference between the total amount owing to Carrier and the net proceeds of the goods.

Merchant always to be responsible for full freight, difference in freight, deadfreight and/or demurrage accrued at port of loading and/or at port of discharge, damages for detention, cost of repairs, damages, forwarding expenses, fines and all other expenses mentioned in this Bill of Lading regardless whether Carrier has exercised lien on goods or whether Carrier has not exercised - or tried to exercise - such lien.

7. Payment of Freight.

Full freight (whether prepaid, prepayable or payable at port of destination) to be paid discountless in accordance with stipulations overleaf, and in any case freight to be considered due and earned, even if the vessel and/or cargo should be lost. Freight also payable for animals perished during the voyage and for animals lost or damaged or otherwise in bad condition. In calculation of Merchant's/cargo's contribution to General Average the amount of total freight to be added to the value of the cargo.

Freight payable at port of destination, together with all other amounts mentioned in the Lien Clause, to be paid on delivery of the goods in cash without deduction.

8. Jurisdiction.

Any dispute arising under this Bill of Lading to be decided by the Maritime and Commercial Court of Copenhagen (with appeal to the Supreme Court of Copenhagen) and Danish Law to apply, unless Carrier demands compliance of the Law of the vessel's flag.

Any possible alleged claim against Carrier to be instituted by lawsuit before the Maritime and Commercial Court of Copenhagen latest within one year after the end of the voyage. Otherwise the claim or claims to be null and void.

9. Port of Loading.

A) Carrier is always entitled to cancel the contract without paying any compensation to Merchant in the following cases:

- 1) If there is a strike or lockout (any troubles with Labour Union and/or labourers) to be regarded as strike or lockout, even if strike or lockout is not formally declared) affecting the loading of the cargo or any part of it.
- 2) If any of the Great Powers, United Nations and/or Germany and/or Denmark and/or the Nation under whose flag the vessel sails or the country in which the vessel shall load or discharge, be engaged in war hostilities or warlike operations or be involved in civil war or revolution.
- 3) If ice, quarantine or any other reasons and/or causes will prevent the vessel from reaching or entering the port of loading, there load in the usual manner without delay and/or risk and leaving again also without delay and/or risk and always safely afloat and with full liberty and/or freedom to move.

B) In the cases mentioned above Carrier may leave with the cargo actually on board or discharge the cargo in the port of loading at Merchant's risk and expense.

10. Port of Destination. Other Ports.

If on account of actual or threatened quarantine, ice, strikes, lockouts, or any other reasons or causes, preventing the vessel from reaching or entering the port of destination, there discharge in the usual manner without delay and leaving again also without delay and always safely afloat, the Master is at liberty to discharge the goods at another port which he may consider safe and convenient. Such discharge shall be deemed to be in fulfillment of the contract voyage and freight shall be payable accordingly. Merchant to be liable for every loss, including loss of time, and for all extra expenses thereby incurred. Merchant to be informed, if possible.

The vessel shall never be obliged to remain in a port, if there is reason to fear that the vessel's liberty and/or freedom to move shall be limited. On such occasions the vessel therefore to be entitled to leave immediately with or without the cargo actually on board.

This Clause to apply even if the reasons and/or causes mentioned above are actual or threatening on signing Bill of Lading, or entering the port in question.

11. War.

1. (A) If any of the Great Powers, United Nations and/or Germany and/or Denmark and/or the Nation under whose flag the vessel sails be engaged in war, hostilities or warlike operations or be involved in civil war or revolution whereby the safe navigation of the vessel may be endangered the cargo loaded shall be discharged at the port of loading.

(B) If owing to or during any war, hostilities, warlike operations, civil war or revolution any cargo under this Bill of Lading becomes, or is declared to be, contraband, whether absolute or conditional, or liable to confiscation or detention such cargo shall be discharged at the port of loading.

The discharge of any cargo effected at the port of loading shall be at Merchant's risk and expense, the contract of carriage thereupon being at an end so far as such cargo is concerned. Carrier shall have the right to load other cargo in place of cargo discharged.

2. If, after the vessel has left port of loading, any port of discharge named in this Bill of Lading be, or be declared to be, blockaded, or if owing to any of the matters mentioned in sub-clauses 1 (A) and (B) entry to any such port of discharge of cargo intended for any such port be in the Master's discretion dangerous or be prohibited, or if be found in the Master's discretion dangerous or impossible for the vessel to reach or remain at any such port, the cargo or such part of it as may be affected shall be discharged at such safe port at which the vessel may call or would pass in the ordinary course of the contract voyage, as may be nominated by Merchant within 48 hours after receiving Carrier's request for nomination of a substitute discharging port or at such safe port, as the Master may decide on should Merchant fail to make nomination.

3. The vessel shall have liberty to comply with any orders or directions as to departure, arrival routes, ports of call, stoppages, destination, discharge or in any other wise whatsoever given by the government of the nation under whose flag the vessel sails or any other government or any person (or body) acting or purporting to act with the authority of such government or by any committee or person having under the terms of the War Risk Insurance on the vessel the right to give any such orders or directions. If by reason of or in compliance with any such orders or directions anything is done or is not done it shall not be deemed a deviation.

4. The discharge of any cargo at other than the loading port under the provisions of sub-clause 2 and/or the conclusion of the adventure consequent upon compliance with any orders or directions referred to in sub-clause 3 whether the cargo be discharged or not, shall be deemed to be in fulfillment of the contract voyage and freight shall be payable accordingly. All extra expenses in consequence thereof shall be paid by Merchant, Carrier having a lien on the cargo for freight and all expenses incurred by him whether for discharge or otherwise.

This Clause to apply even if the reasons and/or causes mentioned above are actual or threatening on signing Bill of Lading, or entering the port in question.

12. Substitution of Vessel, Transshipment and Forwarding.

Whether expressly arranged beforehand or otherwise, Carrier shall be at liberty to carry the animals to their port of destination by the said or other vessel or vessels either belonging to Carrier or others, or by other means of transport, proceeding either directly or indirectly to such port and to carry the animals or part of them beyond their port of destination, and to tranship, land and store the animals either on shore or afloat and reship and forward the same at Carrier's expense but at Merchant's risk. When the ultimate destination at which Carrier may have engaged to deliver the animals is other than the vessel's port of discharge, Carrier acts as Forwarding Agent only.

The responsibility of Carrier shall be limited to the part of the transport performed by him on vessels under his management and no claim will be acknowledged by Carrier for damage or loss arising during any other part of the transport even though the freight for the whole transport has been collected by him.

13. Average.

General Average to be adjusted in Copenhagen or at any other port or place at Carrier's option and to be settled according to York-Antwerp Rules, 1950. Merchant to pay the cargo's share in the general expenses even if same have been necessitated through neglect or default of Carrier's Servants. Merchant expressly renounces the Netherlands Commercial Code, Art. 700, and the Belgian Commercial Code. Part II, Art. 148.

14. Amended Jason Clause.

In the event of accident, danger, damage, or disaster before or after commencement of the voyage resulting from any cause whatsoever whether due to negligence or not, for which or for the consequences of which Carrier is not responsible by statute, contract, or otherwise, Merchant shall contribute with Carrier in General Average in the payment of any sacrifice, losses or expenses of a General Average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the cargo. If the salving vessel is owned or operated by Carrier, salvage shall be paid for as fully as if the salving vessel or vessels belong to strangers. Such deposit as Carrier or his Agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by Merchant to Carrier before delivery.

15. Both-to-Blame Collision Clause.

If the vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, negligence or default of the Master, Mariner, Pilot or the Servants of Carrier in the navigation or in the management of the vessel, Merchant will indemnify Carrier against all loss or liability to the other or non-carrying vessel or her Owner in so far as such loss or liability represents loss of or damage to or any claim whatsoever of the Owner of the said goods paid or payable by the other or non-carrying vessel or her Owner to the Owner of said cargo and set-off, or recouped or recovered by the other or non-carrying vessel or her Owner as part of his claim against the carrying vessel or Carrier. The foregoing provisions shall also apply where the Owner, Operator or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

Crown Agents

4, MILLBANK, LONDON, SW1P 3JD
Telephone: 01-222 7730 Telex: 916205
Telegrams: CROWN LONDON SW1

5

GOVERNMENT SECRETARY
STANLEY
FALKLAND ISLANDS

Our ref 834E/3C9/FALKLANDS APPEAL 3/403998

URGENT—Shipping Documents

VESSEL M.V. " DINA KHALAF "

SAILED 22 SEPTEMBER 1983

THE UNDERMENTIONED DOCUMENTS ARE ENCLOSED TO ENABLE PROMPT CLEARANCE AT THE PORT OF ENTRY BY THE CONSIGNEE NOMINATED.

..... 2 SETS COMPLETE FIRST SHIPPING ADVICES (i.e. signed Bill of Lading and clearance documents)

..... SUPPLIERS INVOICES (to be substituted for provisional invoices on Crown Agents Form BD538)

BILL OF LADING NOS. 1 & 2

~~This~~/these consignment(s) ~~has~~/have been insured by the Crown Agents under their ~~MS~~ SPECIAL INSURANCE arrangements. A claim against the shipping company should be made immediately, through their local agent, for any loss or damage discovered on taking delivery of the goods and a copy of such letter should be forwarded to this office. An insurance claim against the insurers should be made to the local Lloyds Agent as soon as possible and certainly within a period of 60 days from the date of discharge from the carrying vessel. This claim may be prejudiced if a claim against the shipping company as indicated above is not made.

Please note that —

- I) Any delay in clearing the goods from the port of discharge may not only incur demurrage charges at the port of discharge, but may also in certain circumstances terminate the insurance cover;
- and
- II) A delay in placing your claim could seriously affect the outcome of such claim.

Signed *[Signature]*

Dated 30 SEPTEMBER 1983

Telephone: 01-488 4588

6

Hogg Robinson (G. F. A.) Limited

FREIGHT AGENTS TO H.M. GOVERNMENT

(SEA TRANSPORT OFFICER).

Capt. P. W. Kidd

SUPERINTENDENT

122 Minories,

London, EC3N 1BR

CATTLE

Mr McCulloch.1 Shetland Bull. ✓ Metal Tag LP4750
 Mr Dunston.4 Shetland I/c Heifers ✓ Z0775-18 Tag DRD2 333kg *can't 10/10 →*
 ✓ Z0775-19 Tag DRD3 319kg
 ✓ Z0775-22 Tag DRD4 342kg
 ✓ Z0775-15 Tag DRD1 385kg *can't 15/10 →*
 Mrs Crawford.1 Shetland Heifer. Z1083/1752 Tag CML66
 Mr Weir.2 Ayrshire Heifers. ✓ 271501-1048G Tag Blue 162
 ✓ 121097-1048G Tag Blue 165
 Mr Lawrie,1 Ayrshire Bull. ✓ H19-AYR-3532 Collar
 Mr Lawrie.1 Ayrshire Heifer, ✓ F49-AYR-3532 Tag F49
 Mr Stewart,3 Ayrshire Heifers. ✓ 96977-2979E Tag C31
 ✓ 269444-2979F Tag C32
 ✓ 8157-F10 Tag C33
 Mr Howie,1 Ayrshire Heifer. ✓ G16-AYR-189 Collar 33
 Mr Paterson.1 Ayrshire Bull. ✓ 268141-9927G Collar
 Mr Paterson.3 Heifers. ✓ AYR145-F76 Tag 504 *can't 10/10 →*
 ✓ AYR145-F81 Tag 209 *can't 16/10*
 ✓ 269611-2705F Tag 013
 Mr Mayall.2 Ayrshire Heifers. ✓ G61AYR-819 Tag Blue 61
 ✓ G57AYR-819 Tag Yellow 96
 Mr Rutherford.1 B. Galloway Bull. ✓ RJB45 HB No:2167 Tag H5
 Miss Hamilton.1 B. Galloway Heifer. ✓ HLM-G57 Tag 18224-G57
 Mr & Mrs Carter.1 Jersey Heifer. ✓ CCOE13 G1547-2201
 Mr Pratt.1 Jersey Bull Calf. ✓ PUQF1
 Mr Horsman.1 South Devon Bull Calf. ✓ VH628 Tag White L14

JACOB SHEEP

Mrs Vaughan,2 Jacob Rams, 431J6 ✓ *Man brand.*
 431J7 ✓ *Man brand.*
 Mrs Edwards,1 Jacob Ram, Tag No:692J 139 ✓ HSB
 Mr Tucker.6 Jacob Ewes, 855/157 ✓ HSB
 855/153 ✓ HSB
 855/161 ✓ *Man brand*
 855/140 ✓ HSB
 855/170 ✓ HSB
 855/167 ✓ HSB
 Mr Metcalfe,4 Jacob Ewes, 81J171 ✓ *Man brand.*
 81J179 ✓ *Man brand.*
 81J205 ✓ HSB
 81J206 ✓ HSB
 Mr Thorley.1 Jacob Ram, THOR-140J1 ✓ HSB
 ✓ Mr Thorley.1 Jacob Ewe THOR-140J4 HSB
 ✓ Captain & Mrs Crowden.1 Jacob Ewe, 782J4 ✓ HSB

GOATS

✓ Mrs Benn.1 Toggenburg Female Goat. GS108T
 ✓ Miss Journet.1 Toggenburg Male Goat BJ9T
 ✓ Mrs Ridding.2 Toggenburg Fem Goats. SER5T
 SER4T

PIGS

✓ Mrs Howard,2 Oxford Sandy & Black gilts, Ear no:174
 Ear no: 175
 ✓ Mrs Lee,1 Saddleback Boar, S3
 ✓ Mrs Hebditch,1 S/B inpig gilt, notch 55/Tag Z3565-H2000

ROMNEY SHEEP

Mr Boulden.16 Romney Rams.	Red 14-29
Mr Boulden.49 Romney Ewes.	Yellow 1-4 6-30
	Green 31-49
	Blue 23
Mr Horne,5 Romney Rams.	Red 36-40
Mr Alllott.2 Romney rams.	Red 8 & 10
Mr Blacklocks.1 Romney Ram.	Red 34
Mr Blacklocks.11 Romney Ewes,	Green 13-22 24
Mr Skinner.6 Romney Rams.	Red tags 1 4 44 5 6 45
Mr Skinner, 12 Romney Ewes.	Green tags 2 4-12 Red 451 453
Mr Hammond,1 Romney Ram,	Red 43
Mr Hammond,6 Romney ewes.	Green 25 26 29 30
	Blue 2 20
Mr Richards.4 Romney Rams,	Green 5 6.
	Red 30 31
Mr Richards.13 Romney ewes.	Yellow 31-43
Mr Brundrett.1 Romney Ram.	Tag red 42
Mr Brundrett, 3 Romney Ewes,	Tag blue 16-18
Mr Bartelous.1 Romney Ram.	Red tag 9 & Red U13
Mr Prior,1 Romney Ram,	Red tag 32
Mr J Hills.1 Romney Ram.	Red tag 33
Mr Hacking.1 Romney Ram.	Red tag 35
Mr T Hills,1 Romney Ram,	Red tag 41
Mr Barr.2 Romney ewes,	Blue tags 21 & 22
Mr Catt.6 Romney Ewes.	Blue tags 31-36
Mr Cross,1 Romney Ewe,	Blue tag 5
Mr & Mrs Wood.1 Romney Ewe,	Blue tag 7
Mr Ashworth,2 Romney Ewes.	Blue tags 8 & 9
Mr Buck.1 Romney Ewe,	Blue tag 12
Mr Mair.1 Romney Ewe,	Blue tag 13
Mr Prior.1 Romney Ewe.	Blue tag 14
Mr Nightingale,1 Romney Ewe.	Pink tag 42

2869
46
15
16
167

FULL SCHEDULE OF SHEEP

Am. red blue spot
 Mutt head red spot

9

RAMS

- Green tag 005 ✓ ft Louis
- Green tag 006 ✓ ft Louis
- Red tag 001
- Red tag 004
- Red tag 005
- Red tag 006 ✓ ft Louis
- Red tag 008
- Red tag 010
- Red tag 014
- Red tag 015
- Red tag 016
- Red tag 017 ✓ ft Louis
- Red tag 018
- Red tag 019
- Red tag 020 *Rison Grande*
- Red tag 021
- Red tag 022
- Red tag 023
- Red tag 024
- Red tag 025
- Red tag 026 *D. 50*
- Red tag 027
- Red tag 028 ✓ ft Louis
- Red tag 029
- Red tag 030
- Red tag 031
- Red tag 032
- Red tag 033
- Red tag 034
- Red tag 035
- Red tag 036
- Red tag 037 ✓ ft Louis
- Red tag 038
- Red tag 039
- Red tag 040
- Red tag 041
- Red tag 042
- Red tag 043
- Red tag 044
- Red tag 045
- Red tag U13

~~R109 left ear.
 tag 9 R109?
 Blue spot 7-2
 159
 Should be G tag 21
 Mutt.~~

R47 left
 R.C. 10/1/10

~~do tag red spot.
 right ear R16
 left 110
 should be ear 11~~

EWES

- Blue Tag 005
- check* Blue tag 006 MK *is correct.*
- Blue tag 007 MK
- Blue tag 008
- Blue tag 012 MK
- Blue tag 013 M
- Blue tag 014 M
- Blue tag 016 MK
- Blue tag 017 M
- Blue tag 018 M
- can* Blue tag 020 MK *Rho. left eye not red spot check*
- Blue tag 021 MK
- Blue tag 022 MK
- Blue tag 023 MK
- Blue tag 031 M
- Blue tag 032 M

FULL SCHEDULE OF SHEEP

Me Blue
MK led

10

Blue tag 033
 Blue tag 034
 Blue tag 035 MK
 Blue tag 036 M
 Blue tag 037 M
 Green tag 002
 Green tag 004 MK
 Green tag 005 MK
 Green tag 006
 Green tag 007 M
 Green tag 008 M
 Green tag 009 M
 Green tag 010
 Green tag 011 MK
 Green tag 012 M
 Green tag 013 MK
 Green tag 014 MK
 Green tag 015 M
~~Green~~ Green tag 016 MK
 Green tag 017 MK
 Green tag 018 M
 Green tag 019 MK
 Green tag 020 M
~~Green~~ Green tag 021 M
 Green tag 022 M
 Green tag 024 M
 Green tag 048
 Green tag 049 M
 Green tag 025 MK
 Green tag 026 MK
 Green tag 029 M
 Green tag 030 M
 Green tag 031
 Green tag 032
 Green tag 033 M
 Green tag 034 M
 Green tag 035 MK
 Green tag 036
 Green tag 037
 Green tag 038 MK
 Green tag 039 MK
 Green tag 040
 Green tag 041 MK
 Green tag 042 M
 Green tag 043
 Green tag 044 M
 Green tag 045
 Green tag 046
 Green tag 047
 Yellow tag 001
 Yellow tag 002 MK
 Yellow tag 003 MK
 Yellow tag 004
~~Yellow~~ Yellow tag 006 J. Hor
 Yellow tag 007 M
 Yellow tag 008
~~Yellow~~ Yellow tag 009 ~~M~~ ~~Hor~~
 Yellow tag 010 M
 Yellow tag 011 MK
 Yellow tag 012 MK
 Yellow tag 013 M

FULL SCHEDULE OF SHEEP

M Blue
MK Red

||

Yellow tag 014 MK
 Yellow tag 015
 Yellow tag 016 M
 Yellow tag 017 M
 Yellow tag 018 M
 Yellow tag 019 MK
 Yellow tag 020
 Yellow tag 021
 Yellow tag 022 MK
 Yellow tag 023
 Yellow tag 024 MK
 Yellow tag 025
 Yellow tag 026
 Yellow tag 027 MK
 Yellow tag 028
 Yellow tag 029 MK
 Yellow tag 030
 Yellow tag 031 MK
 Yellow tag 032 MK
 Yellow tag 033 M
 Yellow tag 034 MK
 Yellow tag 035 M
 Yellow tag 036 M
 Yellow tag 037 MK
 Yellow tag 038 MK
 Yellow tag 039
 Yellow tag 040 M
 Yellow tag 041 MK
 Yellow tag 042 M
 Yellow tag 043 MK
 Pink tag 042 M
 Red tag 451 MK
 Red tag 453 M

check

Yellow 27 should be MK

Yellow 27 MK R 218 left. Right. 102-2 correct ✓

THE FALKLANDS AIRMAIL TRUST

Visit to the Falkland Islands
by the Director.

PROGRAMME FOR VISIT

SEPTEMBER

Tuesday 16

Disembarked SS 'UGANDA'

Luncheon with Major General and Mrs de la Berriere to meet members of the Legislative Council.

Tentative programme worked out with Jim Rodgers and Lynna Glennie.

Accommodated Upland Goose Hotel

Wednesday 17

Visit Agriculture Research Centre, Stanley. Dr Neil Pullan, Government Veterinarian (Noah's Ark)

Visit Falkland Islands Sheep Owners Association. Jim Clement, Sid Miller, Eric Evans (Duplicator)

Visit Hospital. Dr Tom Pearce, Joan Plew

Visit Kathleen Fleuret (Video and TV)

Visit Giles Mercer (Goats)

Thursday 18

Government House (Local Appeal Account)

Visit Director of Education, Play and Junior schools

Visit Anton Lavermore (Adventure equipment)

Government House (Noah's Ark repayments)

Friday 19

Moved from Hotel to Government House

Visit Headquarters British Forces Falkland Islands

Discussion with Malcolm Ashworth (Dairy Farm)

Attended Trafalgar Day Guest Night with Sir Rex Hunt (Joint Services Officers Mess)

Saturday 20

Visit No 3 Cluster (swimming pools)

Luncheon with Chief of Staff

Local Appeal Account

Dinner with David Taylor

Sunday 21

Discuss programme with Lynna Glennie

Visit Giles Mercer with Neil Pullan (video record)

Discussion with Sir Rex Hunt and John Cheek Evenson

Attended Trafalgar Day Guest Night HMS Birmingham with Sir Rex Hunt

(Programme)

- Monday 22 Day trip to Bluff Cove (Kevin Kilmartin) and Fitzroy (Ron Binnie) by Landrover with Neil Pullan (Welsh Cob mare; Arab mare; 2nd generation goat)
- Tuesday 23 By Bristow helicopter to Kelly's Garden, San Carlos Visit 14 Air Defence Battery RA and Rapier Site By BV to Port Sussex for night (Richard and Toni Stevens) (née Pettersson)
- Wednesday 24 By Landrover to San Carlos (Pat and Isabel Short) (Exmoor mare, 2 dogs) Visit San Carlos Cemetery
 - pm By Islander (FIGAS) to Port Louis (Ray and Gay Robson) for night (Exmoor stallion, dog)
- Thursday 25 FIGAS to Lively Island (Albert and Yona Davies and Nicky) for night (Exmoor stallion, mare)
- Friday 26 FIGAS to Stanley Future programme with Jim Rodgers Dinner with Neil and Margaret Pullan
- Saturday 27 By Gazelle helicopter to Murrel (Claude and Judy Molkenbuhr) with Neil Pullan and Lynda Glennie. Video record. (Ayrshire cattle, Romney sheep, Saddleback pigs)
 - pm Return to Stanley by Gazelle helicopter
- Sunday 28 Worked through Local Appeal files Luncheon with Michael Smith
 - pm Visit Stanley Racecourse with Neil Pullan and Heather Pettersson (Arab stallion). Video record. Evensong
- Monday 29 am Programme with Jim Rodgers FIGAS to Port Howard (Rodney and Carol Lee) for night Overland to see Shetland cattle Overland to Manybranch (Tim Miller) (Jacob sheep not seen) Return to Port Howard (Community Centre)
- Tuesday 30 FIGAS to Saunders Island (Tony, Biff and Suzan Pole-Evans) with Neil Pullan and Lynda Glennie (Oxford Sandy & Black pigs); Video record
 - Walk to Port Egmont
 - pm FIGAS to Golding Island (Fenton and Linda Kirtle) for night, with Neil Pullan and Lynda Glennie (Jersey bull and heifer, dog). Video record.

(Programme)

Friday 9 FIGAS to Johnson's Harbour (Osmund and Mike Smith)
(Dartmoor mare; Exmoor mare, dog, Romney rams and ewes)

pm FIGAS to Green Patch. Pick up Lynda Glennie. Then to Stanley.

Saturday 10 Local Appeal accounts

pm Landrover with Jim Rodgers and Lynda Glennie to Bluff Cove (Kevin and Diana Kilmartin) (Belted Galloway bull, cow and calf). Video record Shearing shed. GAP project Landrover to Stanley. Local Appeal accounts

Sunday 11 Remembrance Day Service
Curry luncheon at Officers Mess, Lookout Camp

pm and dinner Video commentary with Neil and Margaret Pullan and Lynda Glennie

Monday 12 Tidy up accounts
Interview with Penguin News
Visit Camp Education Office
Discussion with Sir Rex Hunt and Jim Rodgers
Dinner at Government House: Sir Rex and Lady Hunt, Neil and Margaret Pullan, Lynda Glennie

Tuesday 13 Visit Senior School
Meeting with Sir Rex Hunt and John Cheek
Visit Public Library (Dexion shelving)
Call on John Smith. Recorded thank you message for radio.

7.30 pm Airbridge to Ascension Island with Lynda Glennie

Wednesday 14 VC 10 to RAF Brize Norton

15 1205 Arrive Brize Norton

Recd: passed to you
for info a filing.
S.
13/1/84

THE FALKLANDS APPEAL TRUST

Report by Mr Graham Joss and Mr Roger Mason, Veterinary Surgeons
aboard the DINA KHALAF from POOLE to PORT STANLEY

INTRODUCTION

- 1 We were invited by the Crown Agents to serve under an agreement with the Falklands Appeal as veterinary surgeons for the voyage of the DINA KHALAF carrying 220 mixed livestock from Poole, Dorset to Port Stanley, Falkland Islands. We accepted the invitation and gave our services free of charge to the Appeal. The DINA KHALAF sailed from Poole at 8.30 pm on Thursday 22 September 1983 and tied up alongside the jetty in Port Stanley at 7.45 am local time on 28 October 1983.
- 2 The animals in our charge comprised 6 bulls, 19 in-calf heifers, 2 horses, 13 ponies, 4 pigs, 4 goats and 167 sheep.

DOCUMENTATION

- 3 The preparation of the animals and their documents is a complicated operation, needing much thorough forward planning. In this case it was evident that this had been done.

LAIRAGE

- 4 It is essential on this first stage of the journey that the animals are well settled in and have the minimum of disturbance before being loaded aboard ship. The lairage at Higher Merley farm near Wimborne was excellent in this respect and the additional time spent there due to the delay in sailing was to the animals' advantage.

- 5 Although we were unable to visit it we understand that the lairage provided for the horses at Whitsbury Manor stud near Fordingbridge was equally satisfactory.

THE SHIP

- 6 The ship was a fitted cattle carrier of 521 tons deadweight and the animals were housed in pens and stalls on two decks under cover. The space per animal was satisfactory. Spare pens were full of fodder at the beginning of the voyage but could have been cleared in an emergency. Access to all pens was easy and movement of an animal from one pen to another could be easily accomplished when necessary.

7 Food and Bedding Supplies

7.1 Food supplies loaded aboard comprised:

1375	bales hay
400 kg	sow nuts
1525 kg	pony cubes
650 kg	bran
100 kg	calf nuts
1400 kg	rolled oats

All of the sow nuts were used but about one third of each of the other supplies remained at the end of the voyage. Due to a misunderstanding, there were no molasses aboard and improvisation was effected from the galley.

7.2 An 'ECOGRAS' machine had been given to the Appeal by Wilpar Marketing and provided a daily supply of green barley grown from seed in eight days. Although only a small amount of barley was available, it was greatly appreciated by the horses.

7.3 Bedding

550 bales of wood shavings were taken aboard and about 450 were used.

3 Water

113 tonnes of water was carried in tanks and two desalination plants were fitted.

9 Ventilation

The ventilation plant provided 30 changes of air per hour through both cattle decks.

LOADING

10 Loading was efficiently carried out apart from a 3 hour delay at the cattle lairage. Good drovers and handlers were available.

EQUIPMENT

11 Some of the halters were only stapled together and came apart, and some poor stitching also gave way. There were not enough spares. Some cattle came aboard with halters upside down, which can result in an animal getting loose. New halters had to be spliced with ship's rope. Horses should have strong stitched webbing or leather head collars attached by strong spliced ropes.

12 Veterinary equipment

A full range of veterinary equipment was provided for anticipated requirements. These were supplied by Southern Veterinary Wholesale Services Limited of Lewes, Sussex, at a special rate to the Appeal.

THE VOYAGE

13 After a remarkably smooth start, some slightly rough weather was encountered on the tenth day. During the last week gale force 3 conditions were encountered for 36 hours.

14 Temperatures and Ventilation

The temperature range in the decks varied from 10°C to 31°C. The rate of warming up going into the Tropics was steady but that of cooling going South out of the Tropics was dramatic. Temperatures fell from about 28°C to 20°C in four days and down to 11°C in two more days.

With thirty changes of air each hour, the animals were able to cope with the higher temperatures.

Those animals most affected by the highest temperatures gained relief by standing with their heads in the greatest draught.

At temperatures above 30°C an extra careful watch was kept on all stock.

Air pumped in is always better than air sucked out. The halter method is liable to leave pockets of dead air but the system provided ensured fresh air throughout the cattle decks.

15 Behaviour of the animals.

15.1 The horses were remarkably quiet with only minor altercations between them. They stood for most of the voyage which is not unusual and the ponies lay down for part of the time. During the early rough weather a number of very minor injuries to the sides of the head were treated but during the gale conditions at the end of the voyage no injuries were observed. Under these conditions most of the horses remained standing with their legs apart and were balanced so well that as the ship moved they hardly touched the sides of their stalls.

15.2 The cattle appeared little affected by the heat, with the exception of the Belted Galloway bull. He was moved to a pen directly under the most powerful ventilator where he stood with his head in the maximum draught. A marked improvement occurred within two hours. The heifers, who were at least six months in calf, travelled with no trouble. The cattle lay down during rough weather.

15.3 The pigs slept most of the way, but on a number of occasions in the Tropics it was thought advisable to spray them with water. The sprays provided were found to be both suitable and necessary.

15.4 The Romney March sheep felt the heat more than the Jacobs who had a much lighter fleece. The rams spent some time fighting. This was reduced in the Tropics but increased again as the weather cooled.

The sheep, who were in very good condition at the start, lost some of it during the voyage. For this reason they were put on extra rations for the last ten days of the voyage.

15.5 No problems were encountered with the female goats who were exceptionally amenable.

15.6 All the animals adapted quickly to the conditions on board. None seemed to be in any way affected by the movement of the ship. There were no signs of sea sickness.

16 Each pen was mucked out every three days. This proved very satisfactory and at no time was there any odour or smell of ammonia. Dung was disposed of overboard.

Feed and water troughs were kept very clean and fresh food and water were supplied daily. It is interesting to note that 20 tonnes of animals consumed about 4 tonnes of water daily, which is 0.2 litres per kilogramme bodyweight. Water was not used for cleaning.

SICKNESS

17 The Belted Galloway bull suffered a partial ruminal stasis from which he had not fully recovered by the end of the journey, and he was the only bovine to lose condition on the voyage.

One heifer had a ruminal stasis but made a rapid recovery. The billy goat developed a ruminal stasis at the end of the hot period from which, in spite of treatment, he made only a partial recovery and lost condition.

- 18 One case of colic was treated in a horse and there were a number of minor cases of untreated injuries to the horses which consisted of grazes on the head.
- 19 Minor eye problems occurred in the horses during the hot weather which were treated. It is believed that the forced ventilation stirred up the wood shavings used for bedding, and that this, rather than the heat, was the cause of the problem.
- 20 The only fatality apart from the heifer reported in paragraph 21 below was a Romney Marsh ram which had an undetectable pre-existing internal ruptured diaphragm. This was shown up by the post-mortem carried out after the death of the ram.

ACCIDENT

- 21 The Arab filly JOZANNAH was found in a cattle pen opposite her stall with a broken halter rope. She suffered extensive superficial injury to groin and hind legs which were treated. One of the three heifers in the cattle pen had to be assisted in calving the following night. The animal was treated by sedatives and antibiotics but died two days later from chest injuries. It is assumed that the horse landed on top of her.
- 22 One pony was found in the gangway, still attached by its halter rope to the rails, which were 1.15 metres in height. The pony was unharmed.

CALVING

- 23 Five calves were born during the latter part of the journey, and a sixth upon arrival in Port Stanley while still aboard and a separate pen was found for each cow and calf.
- 24 These cows calved without assistance, cleansed normally and fed their calves. The only one requiring assistance was the injured cow already mentioned in paragraph 21 above. Her calf was taken by another cow.

CALVING DATES

25 All calves were full term and thrived. This bears out our contention that the journey put no stress upon these pregnant animals. Since these calves were born prior to the anticipated dates for calving which had been given as November to January greater care should be taken to obtain accurate service dates.

LENGTH OF JOURNEY

26 The journey took 36 days, 2 days longer than anticipated due to breakdown of one of the desalination plants necessitating an unscheduled stop off Salvador, Brazil to pick up spare parts and take on 90 tonnes of water. This was potentially a very serious hazard to the quarantine status of the animals and could have been avoided if spares had been carried.

In order to prevent infection from persons who wished to come aboard the whole area of the animal section was barricaded off and a constant watch kept. The official who came aboard was taken directly to the Captain's cabin, and the Port doctor who wished to inspect the animals was refused permission. There was no wind and particular care was taken to keep birds away.

27 In this case there was no alternative method of transportation of the animals to the Falkland Islands which could protect the relatively disease free status of the Islands. The animals did not suffer from the length of the journey and the 2 weeks at sea following the potential hazard off Brazil provided a useful quarantine period.

CHAIN OF COMMAND

28 The crew consisted of the Master, Mate, Engineer, A/Engineer, Cook and three cattle handlers.

29 All comments and instructions given were passed through the Master or Mate to the crew who were the men dealing with the stock.

30 The cattle handlers were very experienced and had long service aboard the ship. They carried out their tasks meticulously and were always very helpful.

31 Although it is appreciated that it was a luxury to have two Vets on board it was nice to have a colleague on hand and be able to administer any treatment without having to call on ship's personnel.

COMMUNICATIONS

32 Although communications with home from the ship were satisfactory difficulties were experienced by people in the United Kingdom in contacting the ship. It is believed that this was due to their not knowing the name of the radio station in Germany with which the ship kept contact.

Communication with Port Stanley was impossible until the ship was only a few hundred miles out when it was established on ship-to-shore frequencies with a convenient ship in harbour. Information about the unscheduled call of Salvador, Brazil was passed to the Falklands Appeal office in London and thence by telex to the veterinary officer in Stanley.

UNLOADING

33 We could not be present at the unloading but were told that it was uneventful. It occurred on the day after our arrival under the supervision of the Islands Veterinary Officer.

34 The whole of Port Stanley had been designated a quarantine area and the animals were led or driven from the ship to their various paddocks. Four days later distribution to their final destinations began.

35 The cattle were reported as being quite frisky as they were led through the streets, which again emphasises the need for competent handlers.

36 During the four days in quarantine some of the horses, especially the stallions, became quite excited, which is not surprising after 37 days confinement.

37 When last seen, all the animals were in good shape and the continuity of their welfare was being catered for.

CONCLUSIONS

38 The length of the voyage and the movement of the ship during rough weather caused no distress to any of the animals.

39 Although the high temperatures encountered in passing through the Tropics affected some animals the frequent changes of air and the ability to move animals to take advantage of the forced draught reduced this to negligible proportions.

40 More than adequate supplies of food and bedding were provided.

41 Except for the two animals which died, all the animals, including the calves, were healthy upon arrival in Stanley.

42 We consider that the project was well considered and brought to a successful conclusion.

Falklands APPEAL

A fund established in Britain for the benefit of the Falkland Islanders

2 Greycoat Place, London SW1P 1SB
Telephone: 01-222 2541 (24 hour answering service)

Patron: The Right Honourable Lord Shackleton, KG, PC, OBE
Director: Major General A.O.G. Mills

AOGM/LJG 13.3

1 March 1984

Dr N B Pullan,
Falkland Islands Agricultural Research and
Development Centre,
Port Stanley,
Falkland Islands

Dear Dr Pullan,

Thank you for your letter of 15 February. There is no need to apologise for the delay in replying to my letters to Steve Whitley as I know you must be very hard pressed taking over from him.

We have now set in train the disposal of the horses and I hope that apart from keep we shall not be too out of pocket. I am afraid that the prospective recipients will be very disappointed.

About six dogs are due to travel in the AES early in March and the balance, we hope, in the next voyage of the AES. The crew will have to look after them as there is no room aboard for a dog handler. Owing to all the problems we were facing I did not place the orders for the Spaniel and Dachshund but I have now done so and hope that we shall be able to send them without too great a delay.

With regard to your answers to my questions:

1. Understood
2. Thanks - I was afraid you were going to have a preponderance of bull calves.
4. The price we paid for the Exmoor mare "KANO" was £350 as indicated in my telex No. 2 dated 9.5.83 to Steve. I should hate to think that Mrs Yona Davis was being overcharged by £350, especially as all the other Exmoor mares are quoted at around £350. The misunderstanding may have arisen from the Contract with Mr R. A. Jones (the supplier) which showed one mare and one filly at £350 each - total £700.
5. Good.
6. Understood and accepted.

/ I have

I have just realised that the names of the suppliers of the Exmoor mares KIWI, KITTIWAKE, CRACROP and CARA CALLA are missing from Steve's list. KIWI and KITTIWAKE were supplied by:

Mr and Mrs D O Thomas
23 Cradoc Road
Brecon
Powys LD3 9LH

CRACROP and CARA CALLA were supplied by:

Mr P. R. C. Dean,
Kirkhouse,
Brampton,
Cumbria CA8 1JR

Also the stallion KNIGHTONCOMBE GOLD SPANGLE was supplied by:

Mr and Mrs R D Wright,
Sunnyside,
4 North Street,
South Molton,
Devon Ex 36 3AN

NOT by Mrs C. Mitchell.

The recipients may wish to write to these suppliers who I am sure will be keen to know how the ponies are settling down.

When you have time we also would be grateful for news of all the animals, in particular the results of the remaining calvings and other new arrivals. How is the South Devon bull calf doing? - there were comments that he would not survive the rigours of the Falklands weather.

I hope that you will get through your first six months sufficiently well to enjoy the rest of your stay in the Islands. They must be fascinating.

With best wishes,

A O G Mills

A O G Mills

Spratt's Patent Ltd.

(Livestock Shipping Service)

756 HIGH ROAD, GOODMAYES
ILFORD, ESSEX IG3 8SY

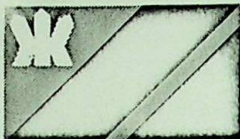
Sales Invoice No. 504

VAT Registration
No. 243 2358 79

Telephone: 01-597 2415
Telex: Spiler G. 8952748

INVOICE TO	Invoice Date (Tax Point)	Reference		
		Value excluding VAT	VAT Rate	VAT Extension
Crown Agents 4 Millbank Westminster London SW1P 3JD Att. Miss A. Lee	25.5.84	BL 8293		
<p>Re:- Cocker Spaniel and Dachshund for Falklands</p> <p>Purchase of Cocker Spaniel from Mr. Simpson, Upper Pendock, Worcs. £100</p> <p>Purchase of Dachshund from Mrs. Lovick, Clacton £ 50</p> <p>Collection of Spaniel from Worcs. £105</p> <p>Collection of Dachshund from Clacton £ 80</p> <p>Boarding charges prior to shipment £110</p> <p>Preliminary examination by veterinary surgeon on arrival in boarding kennels £ 20</p> <p>Official examination by vet. and issue of Health Certificates £ 25</p> <p>Sundries, equipment and utensils £28</p> <p>Supply of meat and biscuits for the voyage £44 (less 10% for charity contribution) £39.60</p> <p>Supply of two sea kennels and delivery of same to Gravesend £240.00</p>				
CARRIED FORWARD	£797.60			
TOTAL £				

TERMS
PREPAYMENT BEFORE SHIPMENT IS REQUIRED



Crown Agents

32
13
4 Millbank, Westminster,
London SW1P 3JD
Telephone 01-222 7730
Telex 915623
Telegrams Fundscrown London SW1

Major General A D Mills
Falklands Appeal
2 Greycoat Place
LONDON SW1P 1SB

CA Ref: FC11/IWO

6 June 1984

Dear General Mills

FALKLANDS APPEAL GENERAL ACCOUNT

I was very pleased to have the opportunity to meet you last Thursday, 31 May and I trust that our discussions have clarified those issues that you had regarded as requiring further investigation.

2 No doubt Angela Lee and Dick Fowler will be writing to you directly on points raised during our meeting that concerned their specific area of responsibility. In this letter I intend to cover only the question of identifying ancillary charges (Crown Agents Commission, Insurance etc) against requisitions, and to restate the present funding situation.

3 You have already received copies of the following documentation:

<u>REQN NO</u>	<u>DOCUMENTATION</u>	<u>£ AMOUNT</u>
3/403998/1	HOGG ROBINSON LIMITED	370.00
3/403998/3	SPRATT PATENT LTD	5,549.60
		<u>5,919.60</u>

freight
AES dep. *Dez*

4 The following are charges which appeared in the April 1984 account schedules.

<u>REQN</u>	<u>PROCUREMENT/INVOICE</u>	<u>INSURANCE</u>	<u>CA COMMISSION</u>
3/402711/6 (MACARTHYS SURGICAL)	18.45 <i>Est matters</i>		1.85
			<u>20.30</u>

5 The following are charges which appeared in the March 1984 account schedules.

<u>REQN</u>	<u>INSURANCE</u>	<u>FREIGHT</u>	<u>CA COMMISSION</u>
3/406334/1 (THURSTON CO LTD)	13.89 <i>Billiards</i>	3.56	46.23
		<u>SUB TOTAL</u>	<u>63.68</u>

Less refund of preshipment charges received from the supplier as mentioned in my letter of 23 May inclusive of CA charges

TOTAL 122.00 CR
58.32 CR

HOGG ROBINSON (GFA) LTD.

6 Taking into account interest earned on your JCF deposit during March and April totalling £9.78 credit, I would be grateful if you would arrange to remit £5,861.80 for credit to your account at your convenience.

7 Finally, with reference to my letter to you of 13 March, the insurance and procurement charges stated against CA reference refer to the shipment of 2 cases of Canoes. We are still investigating details of ancillary charges against CA reference 3/405923/2, and will advise you of these in due course.

Yours sincerely

R A BUSH

TK

34



HOGG ROBINSON (GFA) LTD.

Freight Agents to H.M. Government appointed by
the Department of Transport
V.A.T. REG. NO. 244 2043 01

PLEASE
QUOTE

Lloyds Chambers, 1 Portsoken St,
London E1 8DF
Telephone: 01-480 4000
Telex: 884241 & 884242
Cables: Hoggrob London E1

<p><i>Green Point</i> <i>to</i> <i>Port of Discharge</i> <i>Port of Loading</i></p>	EXPORT INVOICE
	Our ref:
	Your ref:
	Invoice Date/Tax Point:
	TAX INVOICE

Date of Sailing <i>3-31</i>			Gross Weight (Kg)	Cube (m ³)
Vessel, etc <i>...</i>	Port of Loading <i>...</i>			
Port of Discharge <i>...</i>	Final Destination <i>...</i>			

All business undertaken is transacted subject to the Standard Trading Conditions of the Company, available on request.

	Net Amount	VAT Rate	VAT Amount	Total Amount
<i>32 522</i>				
<i>6 ... in ...</i>				
<i>...</i>				
<i>...</i>				
<i>...</i>				
<i>...</i>				
<i>...</i>				
<i>...</i>				
<i>...</i>				

FREIGHT & ANCILLARY CHARGES £

--	--	--	--	--	--	--	--	--	--

Amount Due

A member of the Hogg Robinson Group
Registered in England No. 115715
Registered office: Lloyds Chambers,
1 Portsoken Street, London E1 8DF

Terms Nett:
(Settlement should be made
direct to the above address)

E & O.E.

(Livestock Shipping Service)

756 HIGH ROAD, GOODMAYES
ILFORD, ESSEX IG3 8SY

VAT Registration
No. 243 2358 79

Telephone: 01-597 2415
Telex: Spiler G. 8952748

35

Invoice Crown Agents 4 Millbank, Westminster London SW1P 3JD For the attention of Mr. G. Warrick <i>5 Welsh</i> <i>1 Scottish</i> ROONEY	Invoice Date (Tax Point) 13. 7. 84	Reference BL 8263		
	Value excluding VAT	VAT Rate	VAT Extension	Total
Re:- 6 Border Collies to the Falklands 28 3 84 R.R. Macrae -veterinary etc. (copy invoice attached) £157.89 ✓ R.R. Macrae (Macdonald's charges) copy invoice enc. £240.00 Medical Needs £ 51.00 Sundries, equipment and utensils, feeding bowls and woodshavings £ 84.80 Supply of meat and biscuits for the voyage £147.40 (less 10% discount on trade price for charity contribution) £134.00 Railage of boxes to Perth, collection of dogs from London Station and delivery to kennels £ 41.87 Supply of sea kennels and delivery of same to Avonmouth £693.00 Donation of one kennel for use while cleaning out Delivery of puppies from Mrs. Jones to long stay kennels in Roxwell, Essex NO CHARGE £ 22.00 CARRIED FORWARD TOTAL £	£1424.56			
TERMS PREPAYMENT BEFORE SHIPMENT IS REQUIRED				

Passed for payment - 11/5

It/

36

Wright's Patent Ltd.

Sales Invoice No. 101

Stock Shipping Service

VAT Registration
No. 243 2358 79

756 HIGH ROAD, GOODMAYES
LONDON, ESSEX IG3 8SY

Telephone: 01-597 2415
Telex: Spiler G. 8952748

INVOICE TO

Crown Agents 4 Millbank, Westminster London SW1P 3JD	Invoice Date (Tax Point)	Reference		
	13.4.84	BL 8263		
	Value excluding VAT	VAT Rate	VAT Extension	Total
- 2 - BROUGHT FORWARD	£1424.56			
Boarding charges:-				
3 puppies for Mrs. Jones	£ 210.00			
3 puppies for Mr. Macrae	£ 7.50			
Special veterinary examination and issue of Health Certificates for Mrs. Jones dogs	£ 37.50			
Delivery of puppies to Avonmouth Docks	£ 190.00			
Telephone	£ 55.00			
Management attendance at Avonmouth	£ 150.00			
Agency and Administration	£ 350.00			
TOTAL £	£2424.56	15%	£363.68	£2788.24

TERMS
PREPAYMENT BEFORE SHIPMENT IS REQUIRED

It/

PERTH. 1st April, 1984.

R.M. Bowie, Esq., Spratt's Animal Travel Service,
Spratt's Patent Ltd., 756 High Street, Goodmayes, Ilford, Essex.

To R. R. MACRAE, MRCVS
VETERINARY SURGEON

V A I Reg. No. 269 4857 01

V A I

FALKLANDS APPEAL

1984

Jan. 30.	Vis. Muiredge, Auchterarder 1st Maxovac (Distemper, Hard Pad, Hepatitis & Leptospirosis) & Kavak (Parvo-virus) vaccinate 7 Barrow Jollie pups born 28.10.83 ("Moss", "Mirk" and "Mist") and working medicines.	£	65	00
Feb. 14.	Vis. Muiredge, Auchterarder second Maxovac (Leptospirosis) vaccinate "Moss", "Mirk" and "Mist" and scaton markings on 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st			
Mar. 25.	Vis. Muiredge, Auchterarder 1st Maxovac ("Moss", "Mirk" and "Mist") re 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st Health Certificate and complete documentation and arrange despatch of "Moss", "Mirk" and "Mist" at Perth Station.		50	00
" 26.	Freight charge per British Rail.		22	89
		£	157	89
	+ 15% V.A.T.		23	68
		£	181	57

38

10/11/83
J.M.V.

Phone No. 61372

Westfield,
14A Snowdon Place,
Stirling.

SUMMARY:

- 1) Mr. KEN DONALD, ACHTERTYRE FARM BUNGALOW,
CRIANLARICH, PERTHSHIRE.
Dog pup CAP £48. 00. Rearing £12 TOTAL = £52. 00
- 2) MR. ERIC RENNIE, CLATHYMORE COTTAGE, TIBBERMORE, by PERTH.
Dog pup GLEN £35. 00. Rearing £44. 00. TOTAL = £79. 00 B
- 3) Mr. W.P. MOIR, DYKE FARM, DARVEL, AYRSHIRE.
Bitch pup DUSK £40. 00. Rearing £28. 00.
Vacc. Fees £21. 85. Rail Freight charge £14. 78.
= TOTAL £104. 00
- 4) Mr. Charles McMechnie, THE INN, GREENLOANING, PERTHSHIRE.
Keep on CAP from 14. 8. 83 to 25. 10. 83. Total = £20. 00
- 5) Mr. DONALD MACDONALD, MUIREDGE, AUCHTERARDER, PERTHSHIRE.
Expenses ref transport of CAP as indicated TOTAL £30.00 B
- 6) R.R. Macrae & Partners M's. R.C.V.S. £79. 35 incl. VAT. J
(modified from £174.00 excluded charges as indicated)
R.R. Macrae Rail receipt £29. 56

Total: £364- 35.
" 29-56 separate.

Receipts enclosed.

£ 393 - 91

39 38

Spratt's Patent Ltd.

Sales invoice No. 7311

(Livestock Shipping Service)

VAT Registration
No. 243 2358 79

C
756 HIGH ROAD, GOODMAYES
ILFORD, ESSEX IG3 8SY

Telephone: 01-597 2415
Telex: Spiler G. 8952748

INVOICE TO

Crown Agents
4 Millbank, Westminster,
London SW1p 4JD

Attention Mr. G. Warrick

3 Welsh
3 Scottish

Invoice Date
(Tax Point)

26.3.84

Reference

BL 8098

Value
excluding
VAT

VAT
Rate

VAT
Extension

Total

Re:- 6 Border Collies to the Falklands ^{YES}
 Ian H. Sergeant - vet. for Mr. & Mrs. Jones (copy
 Invoices enclosed) £291.61 ✓
 R.R. Macrae (as per copy Invoice enclosed) £165.03 ✓
 Medical needs £ 34.94
 Sundries, equipment and utensils, feeding bowls and
 woodshavings £ 84.80
 Railage of box to Perth, collection of dog from
 Euston Station and delivery to kennels £ 24.00
 Supply of meat and biscuits for the voyage £147.40
 less 10% discount on trade price for charity
 contribution) £134.00 -
 Supply of sea kennels and delivery of same to Gravesend £410.00
 Boarding charges prior to shipment £ 60.00
 Delivery of puppies to Gravesend £ 50.00
 Telephone calls £ 60.00

CARRIED FORWARD

£1314.38

TOTAL £

TERMS

PREPAYMENT BEFORE SHIPMENT IS REQUIRED

Payment for payment. WSLA. 5/5.

Spratt's Patent Ltd.

(Livestock Shipping Service)

756 HIGH ROAD, GOODMAYES
ILFORD, ESSEX IG3 8SY

Sales Invoice No. 710

VAT Registration
No. 243 2358 79

Telephone: 01-597 2415
Telex: Spiler G. 8952748

40

Crown Agents 4 Millbank, Westminster London SW1P 3JD	Invoice Date (Tax Point)		Reference	
	Value excluding VAT	VAT Rate	VAT Extension	Total
	26.3.84		BL 8098	
- 2 -				
ROUGH FORWARD	£1314.38			
Management attendance	£ 35.00			
Visit Sheerness	£ 45.00			
Survey Dentons Wharf	£ 100.00			
Delivery to Dentons Wharf				
Agency and Administration	£ 350.00			
PAYMENT OF THIS INVOICE IS NOW DUE				
TOTAL £	£1844.38	15%	£276.65	£2121.03
TERMS PREPAYMENT BEFORE SHIPMENT IS REQUIRED				

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1
15
21
16
96

41

VETERINARY SURGEON

SOMERVILLE VETERINARY SURGERY,
CAERWYS,
MOLD,
CLWYD,
CH7 5AW
Tel. CAERWYS 720203

Sprouts Parent Ltd
756 High Road
Goodmayes
Ilford, Essex
1Q3 8SY

V.A.T. Reg. No. 163 2347 78

Tax Point 31.1.84
£ p

Date Ac. No. 2

Jan 12	Qty to 'Bwlich Isaf' Tattoos x 10 pups + 1st Caninep OHP	125	00
15	Qty to 'Bwlich Isaf' exc pup P.M. adv re - Parvo virus disease	10	00
11	exc pup mauled inj Ab. + Bets & adv. (died & write cert.)	4	50
18	exc 2 pups inj 2x1cc Dexam + 1cc Isourine, Supply 2cc Dexam + 3 Ion. Aid + 45 Angipin Caps + 20 Lomax tabs	15	25
26	Supply 2nd doses Caninep HL	-	-
		SUB TOTAL	154 75
		V.A.T. @ 15 %	23 21
		TOTAL THIS MONTH END	177 96
		OVERDUE AMOUNT	
		TOTAL DUE £	177 96

No 3794

PLEASE KEEP THIS INVOICE IF REQUIRED FOR TAX PURPOSES
NO RECEIPT WILL BE ISSUED UNLESS REQUESTED
REQUESTS FOR NON-EMERGENCY FARM VISITS
SHOULD BE MADE BEFORE 10 a.m. IF POSSIBLE. PLEASE

THIS ACCOUNT IS DUE FOR PAYMENT BY THE 21st
OF THE MONTH FOLLOWING DATE OF INVOICE

3/1/84

VETERINARY SURGERY

SOMERVILLE VETERINARY SURGERY,

CAERWYS,

MOLD,

CLWYD,

CH7 5AW

Tel. CAERWYS 720203

Spratts Patent Ltd
 756 HIGH RD,
 GOODMAYES, ILFORD,
 ESSEX. IG3 8SY

V.A.T. Reg. No. 163 2347 78

Tax Point 29.2.84

Date FALLENBROS ALC

Kets	Date	Description	f	p
10		Supply 3 x 5ccms Loperon tabs. (wormers)	4	80
22		Supply 3 x 10 Non-Aid, 100cc.		
		Per 12 Sycr. + needles 2 x 12 Unimed		
		eye oint. 6 SCS Med. + 12c ACP.		
		Dope tabs.	100	56
27		Supply 3 Nuwan Top.	6	00
28		Qty to Bulch Bag ea. 8 pups		
		for health + sign cards.	25	50
SUB TOTAL			136	86
V.A.T. @ 15%			20	53
TOTAL THIS MONTH END			157	39
OVERDUE AMOUNT			177	96
TOTAL DUE £			335	35

VAT 43 74
 291 61

No 4220

PLEASE KEEP THIS INVOICE IF REQUIRED FOR TAX PURPOSES
 NO RECEIPT WILL BE ISSUED UNLESS REQUESTED

REQUESTS FOR NON-EMERGENCY FARM VISITS
 SHOULD BE MADE BEFORE 10 a.m. IF POSSIBLE. PLEASE

THIS ACCOUNT IS DUE FOR PAYMENT BY THE 21st
 OF THE MONTH FOLLOWING DATE OF INVOICE

April

42

MACRAE, M.R.C.V.S.
W. TAYLOR, M.R.C.V.S.
R. L. WHITEFORD, B.V.M.S., M.R.C.V.S.
D. S. RAMSAY, B.V.M.S., M.R.C.V.S.

Telephone No. 21415 Perth
26 KINNOULL CAUSEWAY

PERTH, 12th March 19 84
PH2 8HQ

M. Bowie, Esq.,
Spratt's Animal Travel Service, Spratt's Patent Ltd.,
756 High Road, Goodmayes, ILFORD, Essex.

RONNET

To R. R. MACRAE & PARTNERS,
VETERINARY SURGEON

M's.R.C.V.S.
V.A.I.

V.A.I. Reg. No. 269 4857 01

The Crown Agents, 4 Millhall, London. Falklands Appeal.

One Black and White Border Collie bitch "NESS" born 17/8/83
I.S.D.S. Reg. No. 143260: Sire "GLEN II" No. 106123: Dam
"LYN" No. 101391. Breeder Mr. David McGregor, 13 Rowan Place,
Bridge of Earn, Perthshire.

40 00

Rearing charges from 8 weeks.
18/10/83 to 28/2/84 (17 weeks) D. McGregor

51 00

1983

10 Vis D. McGregor, Rowan Place, Bridge of Earn 1st Maxavac
& Kavak (Parvo) vacc. "NESS"

22 00

Dec. 1 Vis D. McGregor, Rowan Place, Bridge of Earn 2nd Maxavac
(Lepto) vacc. "NESS" & sketch markings for certification

15 00

1984

Feb. 28 Supervise travel arrangements at British Rail, Perth
Freight charge @ 30 lbs body weight "NESS" paid to
British Rail

14 03

28 Exam Border Collie bitch pup "NESS" for health, P.R.A. etc.,
Complete export documentation & overhead telephone expenses:

23 00

165 03

15%

24 75

£ 189. 78

NO RECEIPT SENT UNLESS REQUESTED

Falklands APPEAL

A fund established in Britain for the benefit of the Falkland Islanders

2 Greycoat Place, London SW1P 1SB
Telephone: 01-222 2541 (24 hour answering service)

Patron: The Right Honourable Lord Shackleton, KG, PC, OBE
Director: Major General A.O.G. Mills

14 August 1984

Dr N Pullan
Government Veterinarian
Falkland Islands Agricultural Research
and Development Centre
Port Stanley
FALKLAND ISLANDS

Dear Dr Pullan,

Many thanks for your letter of 20 April. I apologise for the delay in replying but I have been trying to pull together the detailed costs of sending the dogs.

I feel sure that you will be as shattered as I am and if I had known in advance the size of Spratts bills I would have suggested that they were too expensive to send. However I am very glad to hear that they all arrived safely and I hope that the injection of fresh blood will make the exercise worth while in the end.

Attached to this letter are details of the costs and photocopies of the relevant bills from Spratts. I believe that there is a further bill for £491 from Spratts for the Cocker Spaniel and the Dachshund but I have not seen it yet. In addition there are freight charges of £120 and Crown Agents commission of £61. The only saving grace is that we should get a refund of some of the Value Added Tax.

I had a very nice letter from Toni Pettersson (now Stevens) and everyone here was delighted to hear that TALUQDAR had arrived safely and is appreciated. You will no doubt have heard that the Trustees in the Islands have agreed to put up to £1000 towards the costs of that exercise. I have paid £350 for the horse and £850 to FIC for the voyage but I have not yet had the final bill from the British Bloodstock Agency which is likely to be about £1500. I managed to get them to reduce their stabling charges at Newmarket from £56 per week to £28 which will help a bit.

It is a pity that we were unable to send the remaining horses and ponies but I don't think that anyone here had any idea of the complexity of the Noah's Ark project or of the implications of having to send the animals direct without any intermediate ports of call. I have learned a lot!

I am hoping to visit the Islands, leaving Ascension in the Uganda on 6 October and I look forward to meeting you and seeing as many of the animals as possible during my stay.

I go on leave from 2-28 August and Lynda Glennie is going to type this letter and sign and post it for me.

With best wishes,

Yours sincerely,

Lynda Glennie (A O G Mills)

Encs

DOGS

11	CG			
10		Per Ro-Ro 'SANDSTONE' 30 Oct 83 from MARCHWOOD		
85	27 Oct	H. G & B Jones - 27 Welsh Collie pups 26 @ 50; 1 @ 250	1,550.00	
87	31 Oct	Expenses M. B. Eastwood	105.05	
88	2 Nov	Pollard & Thomas - Agreements Dowling & Eastwood	28.75	
91	7 Nov	Expenses R. Dowling	101.00	
97	8 Nov	H. G & B Jones - 1 tonne dog meal; 25 bales wood shavings	399.60	
97	15 Nov	H. G & B Jones - Rearing & keep 27 collies from 8 weeks old	3,950.00	
103	30 Nov	Spratts	5,686.57 (VAT 744.70)	
110	15 Dec	*Insurance Sun Alliance	194.62	
116	10 Jun 84	Crown Agents - charges (Spratts)	568.66	
121	17 Jan	Expenses - W. Eastwood	81.75	
121	16 Feb	Expenses - R. Dowling	191.17	
133	15 Nov	Hogg Robinson - Freight, Kennels Marchwood to Bidham	250.00	
141	27 Mar	FCO - Passages Dowling & Eastwood	892.00	
			<u>13,909.17</u>	
		Per MV 'ROMNEY' from AVONMOUTH 20 Mar 84		
131	20 Mar	Crew - gratuity for handling	200.00	
142	20 Mar	H. G & B Jones - 5 Welsh Collie pups @ 50	250.00	
		H. G & B Jones - Rearing & keep from 8 weeks old	750.00	
		loss of 3 pups (replaced)	150.00	
		Delivery to Avonmouth	82.50	
13	5 Jun	Spratts - 5 Welsh, 1 Scottish collies	2,788.24 (VAT 363.68)	
?		Crown Agents - charges (Spratts)	278.82	
			<u>4,499.56</u>	
		Per MV 'AES' from GRAVESEND 2 Apr 84		
142	20 Mar	H. G & B Jones - 3 Welsh Collie pups @ 50	150.00	
		Rearing & keep from 8 weeks old	450.00	
		Delivery to Chingford, Essex	49.50	
13	5 Jun	Hogg Robinson - Freight - 6 collies	370.00	
		Spratts - 3 Welsh, 3 Scottish	2,121.03 (VAT 276.65)	
?		Crown Agents - charges (Spratts)	249.10	
			<u>3,389.63</u>	



Crown Agents

29
(103)
4 Millbank, Westminster,
London SW1P 3JD
Telephone 01-222 7730
Telex 915623
Telegrams Fundscrown London SW1

Major General A D Mills
Falklands Appeal
2 Greycoat Place
LONDON SW1P 1SB

CA Ref: FC11/IWO

30, November 1983

Dear Alan

FALKLANDS APPEAL GENERAL ACCOUNT

Further to my letter of 14 November 1983 I enclose the following documentation for your information.

<u>REQN NO</u>	<u>DOCUMENT</u>	<u>£ AMOUNT</u>
3/403998/3	Spratts Annual Travel Service	5,686.57

Please arrange to remit the sum of £5,686.57 for credit of your account no IW000H.

Yours sincerely

V QUAN

TK

Spratt's Patent Ltd.

(Livestock Shipping Service)

Sales Invoice No. 618

VAT Registration
No. 243 2358 79

756 HIGH ROAD, GOODMAYES
ILFORD, ESSEX IG3 8SY

Telephone: 01-597 2415
Telex: Spiler G. 8952748

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Crown Agents
4 Millbank,
Westminster,
London SW1P 3JQ

Att. Miss A. Lee

Invoice Date
(Tax Point)

22.11.83

Reference

BL 6279

Value
excluding
VAT

VAT
Rate

VAT
Extension

Total

Re:- 30 Border Collies to the Falklands.

H.G. & B. Jones (as per copy Invoices enclosed) £491.87 ✓

R.R. Macrae (as per copy Invoices enclosed) £381.71

Transport of puppies and food from North Wales to Marchwood £260.27

Pens & kennels supplied delivered Marchwood (£2747.00)

Less 5% Charity contribution (£ 137.34) £2609.65

Supply & railage of boxes to Perth, collection of 3 dogs Euston and delivery kennels, plus 1 nights boarding, also meat and biscuit for voyage £ 83.12

Delivery of three dogs and sundries to Marchwood, plus attendance at Marchwood Base (2 days) £ 365.00

Sundries - Equipment & Utensils, buckets, brushes, shovels, feeding troughs and bowls, disinfectants etc. and supply of Bonio and shapes only for Jones dogs £ 263.25

Carried forward

Value excluding VAT	VAT Rate	VAT Extension	Total
£491.87 ✓	15%	£73.78	£ 565.65
£381.71	15%	£ 57.25	£ 438.96
£260.27	15%	£ 39.04	£ 299.31
£2609.65	15%	£391.44	£3001.09
£ 83.12	15%	£ 12.46	£ 95.58
£ 365.00	15%	£ 54.75	£ 419.75
£ 263.25	15%	£ 39.48	£ 302.73
£4454.87		£668.20	£5123.07

TOTAL £

TERMS
PREPAYMENT BEFORE SHIPMENT IS REQUIRED (continued)

Brite

Spratt's Patent Ltd.

(Livestock Shipping Service)

756 HIGH ROAD, GOODMAYES
ILFORD, ESSEX IG3 8SY

Sales Invoice No. 619

VAT Registration
No. 243 2358 79

Telephone: 01-597 2415
Telex: Spiler G. 8952748

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Crown Agents
4 Millbank
Westminster
London SW1P 3JD

Att. Miss A. Lee

Invoice Date
(Tax Point)

22.11.83

Reference

BL 6279

Value
excluding
VAT

VAT
Rate

VAT
Extension

Total

- 2 -

Brought forward

£4454.87

15%

£668.20

£5123.07

Telephone calls

£ 90.00

15%

£ 13.50

£ 103.50

Agency, Administration and Supervision

£ 400.00

15%

£ 60.00

£ 460.00

PAYMENT OF THIS INVOICE IS NOW DUE

£4944.87

15%

£ 741.70

£5686.57

TOTAL £

✓ O.K.
Pl pay.
A.S.

TERMS

PREPAYMENT BEFORE SHIPMENT IS REQUIRED

IAN H. SERGEANT, B.V.Sc., M.R.C.V.S.
VETERINARY SURGEON

INVOICE No 2466

SOMERVILLE VETERINARY SURGERY,
CAERWYS,
MOLD,
CLWYD,
CH7 5AW
Tel CAERWYS 720203

SPRATTS PATENT LTD.,
756 HIGH ROAD,
GOOD MAYES
ESSEX IG3 8SY

V.A.T. Reg. No. 163 2347 78

Tax Point 31-10-83

Date	Description	E	P
	Re: commitment of pups for FALKLAND ISLANDS		
	1st visit to Pauline J. Boddart + viz 1st CANILIN FILM	325	00
	exam + TATTOO x 26 collar pups		
	2nd visit to Pauline J. Boddart + viz 2nd CANILIN FILM		
	Supply 108 copies MAFF export health certs @ 5p.	5	40
	54 x 200mg cefadroxil (working dose)	16	20
09. 24	1st visit pups for health prior to export and viz with PROTONIC to postpone heat + sign payments to supply drugs for journey:	54	00
	24 x 2cc syringe + needles + 100cc penicillin	6	25
	2 x 1010 NAID	21	28
	6 x streptococcus subsp. suspension	29	28
	6 x NUVAN TOP.	10	80
	500 x 1cmg insulin	9	06
	2 packs VIOXOL eye oint.	14	60
		491.37	SUB TOTAL 462.59
		73.78	VAT @ 15% 69.39
			TOTAL THIS MONTH END 531.98
	CAERWYS CLIENTS		OVERDUE AMOUNT
		565.65	TOTAL DUE £ 531.98

PLEASE KEEP THIS INVOICE IF REQUIRED FOR TAX PURPOSES
NO RECEIPT WILL BE ISSUED UNLESS REQUESTED

No 2466

REQUESTS FOR NON-EMERGENCY FARM VISITS SHOULD BE MADE BEFORE 10 a.m. IF POSSIBLE. PLEASE

THIS ACCOUNT IS DUE FOR PAYMENT BY THE 21st OF THE MONTH FOLLOWING DATE OF INVOICE

AGRICULTURAL RESEARCH CENTRE

Port Stanley, Falkland Islands, South Atlantic.

.....24th October.....19 84

Your ref:

Our ref: VET 2.....

Mr R Anderson,
Goose Green.

Dear Ronnie,

FALKLANDS APPEAL ANIMALS

Thank you for completing the questionnaire.
Yes it is very unusual for a bitch not to have
come on heat by 14 months. First heat is usually at
about 6 months. Unfortunately there is not a lot we
can do about it.

Kind regards



Neil Pullan
Government Veterinarian.

1178/PMB

AGRICULTURAL RESEARCH CENTRE

Port Stanley, Falkland Islands, South Atlantic.

44

.....24th October.....1984..

Your ref:

Our ref: VET 2

Mr W Ross,
San Carlos.

FALKLAND APPEAL ANIMALS

Dear Willie,

Thank you for completing the questionnaire.

I presume you have given the bitch round worm tablets. A beaten up raw egg occasionally is very good for their coat.

If she is very timid she is going to be a one man dog and will require a lot of time to train. As for getting her used to other people I think its a matter of perseverance.

Kind regards.,

Neil

Neil Pullan.,
Government Veterinarian.,

1179/PMB

NOAH'S ARK PAYMENTS

DUE

M. Bunn	2 budgies	10.00
M. Bunn	2 budgies	10.00
R. Robson	1 dog	50.00
R. Anderson	1 bitch	50.00
S. Mills	1 dog	50.00
	2 bitches	100.00
D. Turner	1 dog	50.00
J. Brookman	1 dog	50.00
P. Short	1 dog	50.00
	1 bitch	50.00
J. Forster	1 dog	50.00
G. Smith	1 bitch	50.00
Y. Davis	1 dog	50.00
R. Pitaliga	1 bitch	50.00
T. Clifton	1 dog	50.00
N. Knight	1 dog	50.00
W. Ross	1 bitch	50.00
D. Dunford	1 bitch	50.00
E. Goss	1 Arab stallion	1,000.00
R. Robson	1 Exmoor stallion	350.00
K. Kilminster	1 Welsh Cob mare	450.00*
T. Miller	1 Jacob ewe	60.00
	2 Jacob ewes	100.00
K. Kilminster	1 Belted Galloway bull	350.00*
	1 Belted Galloway heifer	650.00*
		<u>3,910.00</u>

QUERIES

Terrance Phillips Did he receive compensation?

P. Goss

9 Jacob ewes	
2 @ 50	100
5 @ 60	300
2 @ 100	200
	<u>600</u>
Paid	450
Underpaid	150

Budgies, Why odd amounts?

Cats were free, therefore payments are donations

Gray 2 ponies 775 - Paid 900 + Donation 50 - Should be Paid 775 + Donation 175?

A. Jaffrey 1 long haired Welsh bitch 1 yr old 250 - Paid 100 - Underpaid 150?

McKenzie Paid 250 + Donation 10 - What is this for? I have no record.

G. Nisour 2 goats 250 - Paid 300 - Should be Paid 250 + Donation 50

MON 22 OCT 0800 Day trip to Fitzroy with Neil Pullan
 1800 Drinks with Neil ~~Pullan~~ & Margaret Pullan
 TUE 23 OCT 0815 Stanley to San Carlos with Military
 1600? San Carlos - Pt Sussex
 WED 24 OCT 0800 Pt Sussex - San Carlos - Ricon Grande (FIGAS)
 THUR 25 OCT Ricon Grande - Salvador
 FRI 26 OCT Salvador - Stanley
 Sat 27 OCT 0930 Murrell by boat supplied by military returning, 1500
 Sun 28 OCT 1200 Lunch with Michael Smith
 Mon 29 Oct Stanley Port Howard (FIGAS)
 Tue 30 Oct Pt Howard - Saunders - Golding "
 WED 31 Oct Golding - Charters
 THUR 1 Nov Charters - Little Charters
 FRI 2 Nov Little Charters - Pt Stevens
 (Weekend at Pt Stevens)
 Mon 5 Nov Pt Stevens - North Arm
 TUE 6 Nov Nk Arm - Goose Green
 Wed 7 Nov Goose Green - Stanley

8-12 Nov

TO BE ARRANGED
 Johnson Nbr.
 Thur → Ricon Grande
 Salvador → Friday →

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AGRICULTURAL RESEARCH
& DEVELOPMENT CENTRE
13 NOV 1984
FALKLAND ISLANDS

FOX BAY WEST,
WEST FALKLANDS,
10TH NOVEMBER 1984,

Dear Neil,

I have acquired a
Welsh Collie third hand. ~~At~~ Sid
Francis, the previous owner has
approached you about paying
for him. Could you tell me how
much they were and where to
pay the money in.

Thank you

Roy Buckett.

Replied 13/11/84.

MAJOR GENERAL ALAN MILLS: 16 OCTOBER - 13 NOVEMBER

16 OCTOBER

1030 Disembark 'Uganda'. Accommodation Upland Goose.

Tues 1230 Lunch with Military Commissioner.

1430 Government House.

1900 Dinner at Upland Goose. Mrs Glennie & Mr Rodgers.

17 OCTOBER

0900 Visit to ARC. Talk with Neil Pullan.

Wed 1400 Visit Sheep Owners Association. Talk with Jim Clement, Sid Millar, Grif Evans.

18 OCTOBER

1500
1600
1700

TOH PEARCE HOSPITAL
MRS KATHLEEN FLEURET 67 FITZROY RD (TEA)
GILES MERCER 5 HEBE STREET.

0900 Government House. Update on Appeal Fund with Stewart Booth and J P Rodgers.

Thurs 1400 DAVID SMITH DIRECTOR OF EDUCATION + ALISON THOM

1500 ANTON LIVERMORE AT POLICE STATION

19 OCTOBER 2000 Local Committee Mtg FIC [School Halls]

Fr 1030 Visit HQ BFFI with Michael Smith.

20 OCTOBER

21 OCTOBER

22 OCTOBER

1800 Drinks with Neil Pullan.

23 OCTOBER

0800 Day trip to Fitzroy with Neil Pullan.

To ~~Port~~ San Carlos cemetery

24 OCTOBER

Port San Carlos

25 OCTOBER

Johnson's Harbour

1830 Drinks, Michael Smith.

12 NOVEMBER

13 NOVEMBER

1630

Airbridge from RAF Stanley.

7 OCTOBER

Murch

~~2nd Flight to Port Stephens~~

8 OCTOBER

200

Lunch with Michael Smith if not in Camp.

9 OCTOBER

Mon

Port Howard

10 OCTOBER

Tues

Saunders

Goldie Is

11 OCTOBER

Wed

~~Goldie Is~~ Chartres

NOVEMBER

Thurs Little Chartres

NOVEMBER

Fri ~~Little Chartres~~
Port Stephens

NOVEMBER

PS

NOVEMBER

Sun PS

NOVEMBER

North Arm

NOVEMBER

Goose Green

NOVEMBER

Stanley

NOVEMBER

NOVEMBER

0 NOVEMBER

1 NOVEMBER

/12 NOVEMBER

50
9 Redburn Street,
Chelsea,

London SW3 4DA

24th November 1984

Dear Neil and Margaret,

It was very kind of you both to look after me so well and give me such superb hospitality during my recent visit to the Falkland Islands. I see that the temperature in Stanley has risen to 54°F so I hope that my leaving has in fact brought the start of the Summer. It has hardly stopped raining here since I got home!

Thanks, Neil, for your letter and the details of how the video needs editing. I have not yet been able to do anything about it, nor have I been able to contact Cindy Buxton but I hope to make a start next week and the meeting of the trustees is to be held on Thursday 29th

2.

November. Alastair and Sukey Cameron had invited us to show the video on the instrument in the Falkland Islands Government Office but my 'gremlin' is still operating and their video recorder and TV have broken down. Alastair leaves for a fortnight's visit to the Islands tomorrow (Monday).

Enclosed is a copy of each of two Appendix's to my Report to the trustees - my programme, and notes of the condition of the animals, which I hope you will find to be not too inaccurate!

No, we (Lynda and I) did not manage to finish the bottle of gin! The flight was very uncomfortable and we suffered from my being treated as a VIP. We boarded the Hercules last but were ushered to seats with no legroom at the front of the 'plane instead of being able to doss down on the rear cargo door! We boarded at

3.

7.30pm and the flight took 11 hours. However as we had to wait for the other Hercules which was one hour behind us with 30 passengers delayed from the Monday flight we were able to shower and change and I had a shave at Ascension and we had lunch in the Officers Mess. We took off at 2.30pm GMT and arrived at Brize Norton at 45 minutes past midnight in freezing fog. However my VIP treatment came up to scratch again and we had a car to take us to Swindon station after breakfast.

There my VIP status ceased as the train was full and I sat on our baggage in the baggage car to London!

I thoroughly enjoyed my visit and it is nice to have a clear picture of what the Islands are like. All my photographs have come out (165 of them) and now I am faced

4.

with having appropriate prints made for sending with letters to all the suppliers of the animals.

Thank you, Neil, for accompanying me for such a large part of my visit and for taking the excellent video, and thanks to you, Margaret, for inviting me to dinner twice and luncheon once! I hope that you both will let us know when you are next to be in the UK and allow us to return your marvellous hospitality.

With best wishes for the future

Yours ever

Alan