

Sept 59

AGR/SHE/6#10

# C.S.O.

1670

1670

(Formerly)

SUBJECT :

SHEEP SHIFTING AROUND THE FALKLAND ISLANDS.

---

CONNECTED FILES.

NUMBER AND YEAR.

527/27

Enquiry Regarding Arrangements for Feeding  
Sheep brought into Stanley for Slaughter.

1670

13<sup>th</sup> September - 1954.

To: The Colonial Secretary, Stanley.

From: The Air Pilot, Stanley.

Bob

Subject:- Sheep-shifting around the Falkland Islands

Sir,

I have the honour to submit the following report. In view of the losses incurred in sheep-shifting, and the considerable suffering involved to those sheep which survive the rough passage from the various settlements to Stanley, would it be possible to find a more humane way of moving the sheep into town.

Recently one ship had a very stormy trip around the north coast of the Falklands, and of the several hundred sheep on board, some fifty or more perished through drowning or being crushed on deck.

Also sheep being brought in around the south coast, often take as long as four or five days to arrive in Stanley, due to bad weather, and one wonders what provision is made if any, for the animals to be fed and watered.

Unfortunately trips of this kind appear to be the rule, rather than the exception.

I appreciate that I know very little about sheep-shifting, but one doesn't have to be an expert to recognise suffering. Everyone I have spoken to about this matter seem to be agreed on two things,

(a) the present system is cruel and a disgrace to the Islands,

(b) but its always been this way and nothing can be done about it.

Surely something should be done about it.

Possibly the "Fitzroy" with proper pens, and a supply of feeding stuffs for the sheep, plus its ability to keep ploughing steadily on in the roughest weather could be used for this form of work.

Or perhaps the sheep could be brought from the West Falklands in fairly large numbers, down into Brenton Lock, and then driven in easy stages into Stanley. Admittedly they would lose weight on the way in, but even so, if the holding paddocks in town were enlarged and the sheep allowed to graze for some days before being killed, they would still be as heavy as those which had spent the best part of a

week on board a small ship, waiting for the weather to improve

I realise there are many difficulties.

The "Fitzroy" is needed for other work, permission would have to be given for the sheep to be driven over the camp, it might be hard to find the men available to move the sheep in view of the approaching shearing season.

However this doesn't alter the fact that the method used at present is the wrong one. No doubt, those directly concerned with the shifting of sheep would be able to suggest a better alternative.

I am,

Sir,

Your obedient servant,

F. J. Dewell.

R.S.B.

Office cannot trace any papers (other than 557/27) on subject pt. R.S.B. has the "Cruelty to animals Act, 1911," if you require it.

27/9

W. G. A. Dept

In your comments p. 2.

28/9

28th September,

54.

Sir,

I am directed to refer to your letter of 13th September, 1954, on the subject of sheep shifting and to state that the matter is receiving consideration.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell.

Colonial Secretary.

O/c Ag Dept.

ACB minute on 3 pl.

WJ  
me  
28/9/54

F. Beverell, Esq.,  
STANLEY.

5

H. C. S

Before going further into this matter perhaps it would be as well to study the Meat Supply Committee's investigations and recommendations, they may have come to some arrangement for the transport of ~~the~~ mutton or sheep to Stanley. I think the file no is 1437.

Off O/c Agric

1437 attached, but there appears to be nothing regarding treatment of animals, only the price & supply of sheep  
29/9/54

A. R.

O/c Agric Dept.

29/9/54

H. B. S.

6

I don't agree entirely with the writer when he says that trips of the kind appear to be the rule rather than the exception, and as to the suffering caused through the lack of feeding, I don't think a sheep suffers a great deal through being without food for 4 or 5 days, that is if the sheep is in fairly good order, I will admit they suffer more from the want of water.

The transport of mutton sheep to Stanley is in the hands of the S. O. A., a body of men who have gone into the matter and devised the best way of getting these sheep to Stanley and who I think have ruled out the possibility of driving sheep from the Sound to Stanley. The situation is a very difficult and delicate one to deal with as the transport is going to be more difficult with the laying up of 'Protectors'. To fit a ship up with pens to carry sheep would be a costly business which would probably rebound on to the General Public in the raising of the price of mutton. With regard to the grazing of sheep when they arrive in Stanley I think the Dutchmen have ample grazing paddocks and last winter the Dept. allowed them to graze sheep in the racecourse paddock. At the moment I fail to find any other method of getting mutton to Stanley.

A. R.  
O. of the Agric. Dept.  
11/10/54

12th October, 54.

Sir,

I am directed to forward to you a copy of a letter received from Mr. F.J. Devrell, and to state that the views of your Association on the representations contained therein would be much appreciated.

I am,  
Sir,  
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

*Bu 28/10*

The Chairman,  
Sheep Owners' Association,  
STANLEY.

*Hel no reply pt. 28/10*  
*Bu 1 month*  
*Bu 3 months*  
*29/10 Bu 28/11*  
*28/2*

*Reply at 8*



8

The Falkland Islands Sheepowners Association,  
(LOCAL COMMITTEE)  
STANLEY, FALKLAND ISLANDS.



7th January, 1955.

Ref: 1670.

7  
1-3.

Sir,

Please accept this belated reply to your letter of 12th October, 1954 re Sheep Shifting enclosing a report from the late Air pilot Devrell on the evils of same.

I do not propose to circulate this report to Members of the Association nor would I circulate to yourself and personnel of F.I.G.A.S. a report by any of our Members on how to fly and service an aircraft.

Mr.Devrell is a kindly humane soul and probably objected while he was here to eating a lamb which had done him no harm and might eventually have reached 'mutton' age or even, let it be said, perished unhappily in a ditch some years previously.

The occasions he mentions when casualties were high are the exception rather than the rule but naturally they are the occasions most talked about. He does not mention the many thousands of sheep shipped annually inside the Colony (e.g. Pebble, Weddell and the Company's islands) with negligible losses, though he might indeed have been told by some of his informants of a memorable voyage of s.s."Fitzroy", fitted with pens, when 30% of the sheep carried perished on account of weather.

I will go so far as to admit that one carrying vessel did not, until cautioned, take normal precautions for safeguarding the welfare of livestock, but she has now gone out of business.

Mr.Devrell's suggestions (a) that sheep might be brought from West Falklands to Brenton Loch (how ?) thence driven to Stanley and (b) that food and water be provided for sheep on coastwise voyages, are equally fantastic. In the first place a sheep would reach Stanley from the far West by sea in far better condition 99 times out of 100 than the same sheep driven across West and East Falkland, secondly sheep other than domesticated sheep do not eat or drink in confinement.

I am,  
Sir,  
your obedient servant,

*A. G. Davison*

Chairman.

The Honourable  
The Colonial Secretary,  
Stanley.

*M.A. [Signature]*