

~~SECRET~~

TRN/AVI/5#1

The
VIS
Pocket
File

made in England

S/604

PT. A

2353/A/1

VISA APPLICATION

SR. E. J. R. WALKER

- This folder contains a copy of
- (1) Report on the feasibility of constructing an airfield on the Cape Pembroke Peninsula, by Wainwright and Botham.
 - (2) Addendum to the Report: Materials Testing Report
 - (3) Flyingboat operation between the Falkland Is and South America.
 - (4) Papers on Construction of a Permanent Airfield at Cape Pembroke.



Waterlow and Sons Limited
London Dunstable Hyde
Head office: Waterlow House
Worship Street London EC2

~~SECRET~~

5/401/2/1

8

17th October 1970

Airfield Survey

You will know that I was able to get an answer off to Bennett by our last mail (of the 15th of October) in reply to his long outstanding letter of May, 1969, about various considerations, including Defence considerations relating to the question of an airfield at Cape Pembroke.

In my letter, which was dated the 1st of October, I referred to the hope of being able to send, perhaps by our next mail (of the 10th November) an application, in standard form, for an economic consultancy study. You will recall that this is as anticipated in your telegram to us no. 146 of the 3rd of August. The application is now attached to this letter in triplicate and for obvious reasons is sent to you and not to your Overseas Aid wing in Eland House.

Although the application itself does not specifically mention it it has been our understanding in discussion that if the consultancy study is undertaken it would be carried out by some such organisation as the Economist Intelligence Unit. In connection with this you will wish to know that the Colonial Manager of the Falkland Islands Co. Ltd. has informed me that his company and Darwin Shipping Limited, the subsidiary which operates the R.M.S. "Darwin" and charters the m.v. "A.E.S." will co-operate as required with any organisation which might undertake the study. This is of importance in view of the situation regarding the Shipping Subsidy Agreement full information on which we sent to you in a recent mail.

The application form is not accompanied by copies of the supporting documentation referred to in its paragraph 6(a) as you already have copies.

(J. A. Jones)

A. C. W. Lee, Esq.

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 30/10/70

Time :

Received :

Time :

No. 250

Priority

Confidential

Addressed F.C. G. telegram 250 of 30th October. Darwin Shipping Limited.

Slorrie, Manager, Darwin Shipping Limited, informed Executive Council on 29th October that board of F.I.C. has, because of its exclusion from consultations on planning of Colony's future transport communications decided to go ahead with its own plans. These include withdrawal from service with effect from end 1971 of R.M.S. "Darwin". She will not be replaced and there will be no application by company for renewal of subsidy agreement. The company has plans to replace the R.V. "R.M.S."

2. The company will continue to discharge its obligations to clients and employees. (No elucidation of meaning of this phrase was offered.)

3. It is understood the F.I.C. will make an announcement in foregoing terms at an unspecified time which is likely to be in second half of November.

4. While company's move must probably be viewed as step in policy of applying pressure to hasten construction of airfield in colony and introduction of external air service from point of view of colony's needs in particular some rejoinder to company's announcement will be necessary. I propose at material time to issue brief statement that possibility of this development had been foreseen and consultations about it with the British Government have been initiated. (Concise of this statement lies in discussion I had with Bennett and Lee on 29th July).

5. Assume consultations about this development will be held with Lewis.

J.M.W.

100 : Cypher

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 12/11/70

Time:

Received:

Time:

No. 271
PRIORITY
C-11-11-11-11

Addressed F.C.O. telegram 271 of 12th November. By telegram 257 of 10th November.

Barton Shipping Limited.

Another move in game may be offer by F.C.O. to finance construction of airfield if Colony Government will take over financial and other responsibility for running it.

2. Proposed announcement of withdrawal of "Barton" could be partly designed as softening up process to prepare local psychological climate favourable to reception of airfield finance offer.

3. If airfield finance offer is made by company Executive Council will be warned of danger of leaping from "Barton" fryingpan into airfield fire without independent economic evaluation of merits of proposed changed communications pattern. However my impression is that company successfully pressured Barton, Fitzhugh and Hills after London Communications Talks and that there would be strong lobby here advocating acceptance of such offer.

4. Am doing what is possible to put across argument for caution which currently has support of Govt.

JONES

130 : Cypher.

From: Group Captain J F C Melrose DFC RAF

13

JF/2

S/401/2/1

Air Attache
British Embassy
Dr Luis Agote 2412
Buenos Aires
Argentina

17/10

Mr M J Spraggs
Penguin Airways
7901 West Ramona Street
Miramar
Florida
33023
USA

6 November 1970

Dear Sir,

Thank you for your letter of 28 October about the proposal to operate a weekly air service to the Falkland Islands.

I can only advise you to approach the Foreign and Commonwealth Office, London, on this matter because they are responsible for the administration of the Islands and also, of course, for the conduct of relations with the Government of the Argentine Republic including the question of communications with the Islands.

As you are no doubt aware, no airfield exists at present on the Islands. As regards the prospect of your operating a service through Buenos Aires and Viedma, it is not in my competence to comment on the probable response of the Argentine Government to any request by yourselves for the necessary landing rights.

Should you decide to pursue this matter with the Argentine authorities, the appropriate Government office to whom application for setting up any air service by interested airlines is:

Director Nacional de Transporte Aereo
9 de Julio 1925
Buenos Aires
Argentina

Yours faithfully,

J. F. C. MELROSE

Copy to:

American Dept
F C O
London

Acting Governor ✓
Government House
Port Stanley



P E N G U I N
A I R W A Y S

28th October, 1970.

The Air Attache,
The British Embassy,
BUENOS AIRES.
Argentina.

Dear Sir,

The above company has been formed by British business men to study the feasibility of operating air service to the Falkland Islands.

Initial studies have revealed that by operating a weekly service, a load of ten passengers would be generated. Eighty percent of these passengers either originate in or continue to the United Kingdom or North America.

As Buenos Aires is the focal point for air service, landing rights at Ezeiza would permit us to offer Falkland Island travellers service to their destination with only one change of aircraft. It would also facilitate the servicing of our aircraft.

The current market does not offer a ten seat aircraft with sufficient range to operate non stop from Buenos Aires to Port Stanley. Thus, an intermediate fuel stop would be necessary. Our prime point would be Viedma (Gobernador Castello airport), which is approximately equidistant from Buenos Aires and Port Stanley.

In light of the current Falkland Island controversy would the Argentine Government grant us landing rights at Ezeiza and Viedma? If so, your advice as to the manner in which we should apply for these rights would be greatly appreciated.

Yours sincerely,

M.J. Spragg

M.J. Spragg.

MJS/pa

S/401/2/1
15

CONFIDENTIAL EXECUTIVE COUNCIL

MINUTES OF MEETING NO. 11/70
HELD ON 28th, 29th and 30th OCTOBER 1970

PRESENT

His Excellency the Acting Governor (Mr. J. A. Jones, O.B.E.)

The Honourable the Acting Colonial Secretary (Mr. L. C. Gleadell, O.B.E.,
J.P.)

The Honourable A. G. Barton, C.B.E., J.P.

Major the Honourable R. V. Goss, O.B.E., E.D.

The Honourable S. Miller, J.P.

The Honourable R. M. Pitaluga

The Honourable Mrs. N. King

The Honourable W. H. Clement, J.P.

The Honourable R. W. Hills

Clerk of Council: Mr. H. L. Bound, M.B.E., J.P.

Mr. Pitaluga was unable to attend during the discussion of items 1 to 9 held during the forenoon of Wednesday, 28th October.

Mrs. King was unable to attend during the discussion of items 14 to 17 held during the afternoon of Thursday, 29th October.

Mr. A. Sloggie, Colonial Manager of the Falkland Islands Company Limited, attended during the discussion of items 12 and 13.

Mr. E. C. Gutteridge, J.P., Superintendent of Power and Electrical Department, attended during the discussion of item 21.

1. CONFIRMATION OF MINUTES

The Minutes of Meetings 9/70 and 10/70 held on 15th September and 27th September 1970 respectively were confirmed.

0323/A/VII

2. OLD AGE PENSIONS: UNEMPLOYMENT DUE TO ILL HEALTH (Memo 66/70)

The Acting Colonial Secretary explained that section 13 of the Old Age Pensions Ordinance provides for payment from public funds of all contributions to the Old Age Pension Fund by an employed contributor who is unemployed because of ill health but that similar provision does not exist for self-employed persons.

It was felt that in certain cases hardship was experienced by self-employed persons when their income ceased as a result of illness, as for example a self-employed tradesman or contractor, whereas in other cases such as the small trader, the income of the owner would continue.

Council advised that no amendment be made to the existing legislation but that each case should be referred to Standing Finance Committee for consideration on its merits.

2396/III

3. CURRENCY NOTES (AMENDMENT) RULES (Memo 74/70)

Council advised that the Currency Notes (Amendment) Rules, 1970 be made.

0814

4. CIVIL LIABILITY FOR OIL POLLUTION DAMAGE (Memo 75/70)

The International Conventions on Civil Liability for Oil Pollution Damage and Intervention on the High Seas in case of Oil Pollution Casualties were adopted in Brussels in November 1969 and signed by the United Kingdom.

Council noted that it was the opinion of the Secretary of State that there would be advantage in both these conventions being extended to the Falkland Islands and advised that the Secretary of State be informed that this Government has no objection to a future extension of both conventions to this Colony.

2196

5. OSAS: PASSAGE OF DESIGNATED OFFICERS (Memo 72/70)

The current O.S.A.S. agreement which provides for the United Kingdom to pay this administration half the cost of passages, inducement allowances and overseas education allowances in respect of designated officers ends on 31st March 1971. A new agreement which will be for no specific period and will be subject to annual review, withdraws the provision for payment of inducement and education allowances and provides generally for the payment from United Kingdom funds of full passage expenses for designated officers and their families, including holiday visits of children to their parents. In addition appointment grants of £200 for accompanied married officers and £100 for unmarried or unaccompanied officers will also be met from United Kingdom funds.

The proposed new agreement will be in the form of a letter to the Governor, the acceptance of which will conclude the agreement. Council studied the draft letter prepared by the Ministry of Overseas Development for this purpose and advised that the Ministry be informed that the proposals set out in the letter are acceptable to this Government.

0462/A

6. REFUND OF CUSTOMS DUTIES (Memo 73/70)

The Acting Colonial Secretary explained that Messrs J.L. Waldron Limited, of Port Howard, had filed a claim with the Collector of Customs for a refund of customs import duty amounting to £9 in respect of eight bottles of cherry brandy found to be missing from a consignment delivered to their station.

Section 8 of the Customs Ordinance provides for the Governor in Council to make such refunds when it seems expedient to do so.

Council advised that before authorising a refund the

consignees should be asked to make a formal claim against the insurance company. If this failed the application for a refund of duty could be considered at a later meeting.

99/33/II

7. LEASE OF MULLET CREEK FARM (Memo 68/70)

Considering an application from Mrs. G. E. Browning to obtain a new lease of Mullet Creek Farm for a period of ten years, Council advised that the current position, which effectively was that of a tenancy at will, should continue until such time as the application could be considered in the light of the Agricultural Team report.

2480

8. APPLICATION TO PURCHASE CROWN LAND: F. J. BIGGS (Memo 79/70)

Council considered an application from Mr. F. J. Biggs to purchase an area of Crown land on Murray Heights in the vicinity of the Meteorological Station for the purpose of erecting a small dwelling. Mr. Biggs' application stemmed from the requirement of the Board of Health for him to vacate his present dwelling owing to the fact that in its current location it is not possible to provide adequate drainage.

Council advised:

- (a) that Mr. Biggs be required to submit a detailed plan of the proposed building to the Town Council for consideration and that the Town Council and Police Department be invited to consider the problem of such people as a whole and submit their joint views on how the problem could best be solved;
- (b) the plan submitted by Mr. Biggs, together with the joint views of the Town Council and Police Department, would be considered at a later meeting;
- (c) that because of the cost to Government of providing adequate enlarged drainage in the Meteorological Station area, no further development of this area would be permitted.

2034

9. LEASES OF LAND ON CALLAGHAN ROAD (Memo 77/70)

The Acting Colonial Secretary explained that the leases of plots of land on Callaghan Road and adjacent to Stanley Common expired this year. An earlier policy had been established that these plots be considered for renewal at five-yearly intervals.

Having in mind the problem discussed under item 8 of these minutes, the view was taken that this area might lend itself to the development of small housing sites and for this reason consideration of the subject was deferred until advice could be sought.

2361/III

10. ARGENTINE AFFAIRS (Memo 69/70)

The Summary Record of the London Talks had recently been received and Members, now fully in the picture, appreciated that careful consideration would need to be given to planning the action to be taken locally in preparing the ground for the next round of talks scheduled to take place in Buenos Aires next year. The Argentine proposals which could be advantageous to the Colony would need to be studied carefully. The need to study and evaluate them highlighted the difficulty of the problem of how to obtain the reaction to them of the electorate in circumstances where the proposals were confidential.

Referring to Memorandum 69/70, the Acting Governor said that the Argentine government had no intention of removing their British or Colony passports from travellers. The suggestion made in the Memorandum was that the traveller would use his normal passport with a specially designed travel document kept at the back so that the Argentine immigration control would only examine this

part. So far no draft of the proposed document had been seen and it was agreed that it was important for the Argentines to provide a mock-up of the document for scrutiny. Members also wished to know whether the proposed document would be retained by the holder for further use. In answer to a question whether the whole problem of documentation could not be solved by issuing United Kingdom passports in Stanley, the Acting Governor explained that current British immigration legislation precluded this course. (The possibility had been examined at official level on the British side during the preparatory phase before the London Talks with officials of the Passport Office.)

The British and Argentine governments had some years ago concluded a Visa Abolition Agreement but for obvious reasons this agreement had not been extended to the Falkland Islands and consequently Argentine nationals wishing to visit the Islands were required to obtain a visa. The Argentine government, in seeking to facilitate the entry of Islanders into Argentina, had expressed an understandable desire for some reciprocal treatment and had suggested that the requirement for an Argentine national to obtain a visa to enter the Colony was one which might be reconsidered in this context.

Concluding the discussion, Council advised

- (1) that a proposal be made to the Foreign and Commonwealth Office that at the next round of talks on the freeing of communications with Argentina, the British side should suggest the adoption of an acceptable Argentine travel document: provided that it was agreed between the two governments that the document would be carried at the back of a British passport in the same way as an international health document and that travellers from the Islands, in passing through Argentine immigration controls, would hand their British passports to the Argentine immigration authorities. The Argentine immigration authorities would accept the passport but would no doubt direct their own attention to the travel document inserted at the back of it;
- (2) that the Foreign and Commonwealth Office also be approached with the suggestion that the formal requirement for Argentine nationals visiting the Colony to have a visa entered in their passports be dropped by administrative action of the British government and under the juridical umbrella: provided that current vetting and clearance procedures, the retention of which it was understood the Argentine government itself favoured, continue;
- (3) that the Foreign and Commonwealth Office be informed that the Colony requirement for the passports of visitors to be stamped could be so modified that it would only be effected where a visitor so requested.

0327/V

11. VARIATION TO DARWIN SHIPPING SUBSIDY AGREEMENT (Memo 78/70)

Council advised that clause 12(iii) of the Darwin Shipping Subsidy Agreement be amended by the deletion of the figures £300 and £10 and the substitution therefor of £1,000 and £25 respectively. Thus the clause, as amended, will read :

"There shall be permitted a deduction of the premium transferred by the company to the internal fund created by the company to provide for the first £1,000 of each and every loss relating to the steamship and the first £25 of each and every loss relating to medical expenses of the crew."

1437

12. RETAIL PRICE OF MUTTON (Memo 76/70)

Mr. A. Sloggie, Manager of the Falkland Islands Company

Company/Limited

Limited, attended during the discussion of this subject.

Asked to outline his company's reasons for proposing to increase the price of mutton, Mr Sloggie submitted that the current profits of the Stanley Butchery were regarded as yielding too low a return on the investment (a figure of $4\frac{1}{2}\%$ was quoted). The enhanced prices of wool and skins enjoyed for many years had fallen away and the business now depended almost solely on the income from sale of mutton and beef. He estimated that the average profits of the business over the past nine years amounted to £780 per annum. This figure took into consideration the depreciation of the buildings, contents and vehicles; the amount invested in the butchery being quoted at £19,000 made up as follows:

Buildings (including skin shed erected partly for mink farm)	£12,000
Contents (including cold storage chamber provided for mink farm)	6,500
Vehicles	500

He went on to say that an increase of 2d per lb. would produce an increase of 1.4d per lb. thus increasing the annual profit by some £1,700.

Mr Sloggie concluded by saying that it was further proposed to increase the freight rate for mutton sheep carried on R.M.S. Darwin from 4/6 to 8/6 per head.

In discussion the Acting Colonial Secretary pointed out that any increase in the selling price of mutton would quickly reflect itself in the cost of living figures. He felt that for a return of as little as £1,700 per annum, in the interests of the general welfare of the Colony it would be better for the company to continue subsidising the business. Commenting on the proposal to increase the freight rates on mutton sheep, the Acting Colonial Secretary said that this would almost certainly set up a chain reaction: farmers would demand a higher price for the mutton provided.

It was later established that the capital cost of the buildings was wrongly quoted since a fair amount represented capital invested in the mink farm project and this had since been written off, thus the return on investment quoted at $4\frac{1}{2}\%$ did not represent an accurate figure.

It was noted that throughout the discussion, Mr Sloggie had referred to an increase of 2d per lb. and based his subsidiary figures on this price, whereas he had earlier advised the Governor that the increase would be 1d per lb. and that there would be no increase in the relevant freight rate. At no time was it suggested that the proposed increase was linked in any way to increased operating costs.

Council noted the position and advised that a letter be addressed to the Manager of the company expressing concern at the increase proposed and noting that the original proposal was for an increase of 1d per lb. It was hoped that in the light of the current economic position, the company would reconsider their proposal, particularly so when increased operating costs were not put forward as a relevant factor.

1494/F

13. FUTURE OF R.M.S. DARWIN

Before leaving the meeting Mr Sloggie begged leave to mention that in a telephone conversation with his principals in London he had been asked to inform the Colony government that as the Falkland Islands Company had not been consulted over the planning of the future pattern of transport communications the company was obliged to proceed with its own plans.

The company did not expect to seek renewal of the Darwin Shipping Subsidy Agreement in 1971 as it did not contemplate

contemplate/replacing

replacing the "Darwin" but does plan to find an alternative for M.V. "A.E.S." Mr. Sloggie added that the company would continue to honour its obligations to its staff and clients.

0209/V

14. IMMIGRATION: REPATRIATION OF FARM WORKERS (Memo 71/70)

Council considered the memorandum before it. Members expressed the general view that after examining such figures as were available they were of the opinion that these figures did not appear to support the case put forward by the Sheep Owners' Association. Nor was there anything to suggest that the mere equal sharing of costs proposed would have any practical effect in solving the problem, if problem there was.

The matter could be examined again in future if it could be shown that the position had deteriorated.

0065/VI

15. COST OF LIVING AWARDS: DOMESTIC SERVANTS (Memo 67/70)

Arising from an application for payment of cost of living awards to the domestic staff of K.E.M. Hospital, Council noted that such payments had for several years been made to the nursing staff whereas the professional staff at Darwin Boarding School who are also fully found in board and lodgings, did not receive this benefit.

Council advised that with immediate effect cost of living awards would not be made to staff in receipt of full board and lodgings. Payments already made in this respect would be retained but subsequent cost of living awards would not be applied to such officers.

2103/II

16. SELECTION OF DATE FOR NEXT MEETING

No firm date was selected but it was agreed that a meeting would need to be held shortly after the return to the Colony in December of the fact finding team selected to visit the Argentine ports.

0704/VI

17. REPORT OF COST OF LIVING SUB-COMMITTEE

The Acting Colonial Secretary reported that the informal committee appointed to examine the proposals contained in Executive Council Memorandum 53/70 had met on three occasions. The committee noted the nature of the anomaly that had been revealed in the structure of the cost of living awards system and the proposal to remove it. While agreeing with the proposal, the committee observed that other anomalies existed in the structure and recommended that a further committee be appointed to examine the cost of living structure which had not been reviewed since 1952.

It was noted that problems of decimalisation would not arise until the March 1971 quarterly measurement is taken.

Council advised that a committee under the chairmanship of the Colonial Treasurer with membership consisting of the Honourable R. W. Hills and representatives of the Falkland Islands Company Limited and the General Employees' Union be appointed to conduct a review of the structure for measuring the cost of living in Stanley.

Recognising that the Sheep Owners' Association makes use of parts of the Stanley structure when assessing camp cost of living, Council further advised that the Association be invited to nominate an observer to attend the committee's meetings and take part in discussion.

0936/II

18. HOUSING LOANS

The Acting Colonial Secretary explained that the practice of advancing capital for the purpose of assisting persons to

purchase housing property had recently been under review by the Standing Finance Committee who now sought a firm policy decision. The Committee recommended that the aggregate amount available annually for this purpose should be limited to the estimated annual amount to be received by way of repayment on outstanding loans. Commercial loans would continue to be assessed on the basis of their economic value to the Colony.

Council agreed and advised accordingly.

D/5/70

19. GEODETIC ACTIVITIES

The Acting Governor explained that preparations had been made for a geodetic team to resume activities in South Georgia this summer but that for various reasons, principally shipping difficulties, the operation was now likely to be transferred to the Falklands and a team of four was expected to arrive in the Colony in November.

Council noted the position.

0625/XIX

20. H.M.S. ENDURANCE

Council noted that H.M.S. "Endurance" was scheduled to arrive in Stanley on 28th November. In addition to her normal operations she would assist with the Joint Services Expedition to Elephant Island. It was expected that her camp tour this season would be restricted to a short period between 10th and 17th April, the date on which she is due to leave the Colony for Montevideo, Rio de Janeiro, Gibraltar and the United Kingdom.

0270/D

21. F.I.G.A.S. FUEL SUPPLY

The Acting Colonial Secretary referred to recent difficulties experienced with regard to the importation of avgas for the Falkland Islands Government Air Service and explained that arrangements were in hand which it was hoped would result in obtaining supplies by R.R.S. "John Biscoe". Even should this hope prove to be misplaced, existing stocks should be sufficient to cover the period until "Darwin" returned from Montevideo on or about 11th December.

Mention was made of the fact that the Royal Naval Hovercraft Unit imported fuel in plastic lined steel drums and Council advised that enquiries be made regarding the suitability of these drums for use in carrying avgas of the octane used by the Falkland Islands Government Air Service and if this proved to be so, an application would be made to the Admiralty to purchase a quantity for this purpose.

1899/II

22. IMMIGRATION

Council noted that an enquiry had been made by a coloured United States citizen and his wife to take up residence in the Falklands. The applicant, a member of the Bahai faith and whose wife is not coloured, is recorded as being aged 37 years, holding a university degree and a current pilot's licence.

Council advised that the application be submitted for consideration by the Labour Advisory Board in the usual manner.

1714/0

23. MODERNISATION OF STANLEY POWER STATION

Mr. E. C. Gutteridge, J.P., Superintendent Power and Electrical Department, attended during the discussion of this subject.

The Superintendent, Power and Electrical Department, had prepared a brief summary of his visit to the United Kingdom and Members were provided with copies for study.

It was noted that the revised total cost for the provision

provision/of

of the plant and building together with freight charges and supplementary consultants and erecting charges amounted to £140,000 and that this figure would remain firm only until 8th December next.

The original estimate for the scheme had been fixed at £100,000 and approval had already been sought and obtained for the scheme to be financed by a free grant of £50,000 from Her Majesty's Government and a loan of a further £50,000, the repayment conditions of which were yet to be agreed. The policy to be adopted with regard to the provision of the additional £40,000 was yet for consideration.

Council advised:

- (a) that the revised proposals for the provision of the plant, building and all necessary supplementary expenditure at a cost of £140,000 be accepted in principle before the offer expired on 8th December, 1970; and
- (b) that enquiries be made regarding the policy to be adopted with regard to the provision of the additional £40,000.

2408/II

24. PROVISION OF AIRFIELD

The Honourable R. M. Pitaluga raised the question of the provision of an airfield for the colony. He considered that the construction of an airfield and the provision of an external air service was now becoming urgent, particularly in view of the information given earlier during the meeting by the Colonial Manager, Falkland Islands Company Limited, about the withdrawal from service of R.M.S. "Darwin". He added that in discussion with the directors of the Falkland Islands Company Limited in London he was assured that the company would be interested in investing capital in the construction of an airfield.

Council was informed that an application for a consultancy survey into the economics of the communications pattern recommended by the Colony's Transport Communications Committee to be inducted under British Technical Assistance was being made to Her Majesty's Government. It was essential that the economics of the project were properly evaluated in view of the paucity of the information with which the committee had been obliged to work. Once this had been done it would be possible to evaluate the political, financial and other considerations requiring study.

The view was held that from a military point it would not make any difference if an airfield existed and Members expressed strong views that Argentine financial participation in the construction should be avoided.

Council advised that Her Majesty's Government be asked to expedite plans for the provision of an airfield.

0477/IV

25. ALLOCATION OF GOVERNMENT HOUSING

Major the Honourable R. V. Goss enquired if it is correct that it was Government policy to give overseas officers priority when considering the allocation of Government quarters.

The Clerk of Council, who handles this subject in his capacity of Assistant Colonial Secretary, explained that this was so. Government is obliged to provide housing for overseas officers. However, if a house becomes vacant and there is no requirement of this nature, applications for tenancy are considered by the Housing Committee who make their recommendation without reference to the officer's place of birth.

The Clerk was instructed to discuss the matter with Major Goss.

C168

26. IMPORTATION OF LIVESTOCK FROM SOUTH AMERICA

Reference was made to the possibility of withdrawing the current restriction on importation of livestock from South America. Council was informed that advice would be sought from the veterinary attache of the British Embassy in Buenos Aires on the subject. In due course this and any other advice it proved possible to obtain would be placed at Council's disposal.

2457

27. HYDATID DISEASE

Council advised that farm managers be requested to have the offal from all sheep slaughtered examined for the presence of cysts and be asked to keep records to show the number of sheep slaughtered and the number of cases in which cysts were observed. The records would be submitted to the Officer-in-charge Agricultural Department at quarterly intervals.

1095/II
210828. STANLEY COMMON AND DAIRIES

It was agreed that this subject, upon which it was understood that the Development Committee had reported on the day before the Council Meeting started, would be included in a future agenda.

S/401/211
20

20

14th December 1970

PERSONAL AND CONFIDENTIAL

I would be grateful if you would let me have, on a personal basis, your ideas regarding any strengthening and/or modernising of the Colony Government's Meteorological Service which might be necessary should an airfield be constructed in the future in the colony for the operation of an external air service.

Since in this sort of exercise the limits within which one can work can be very wide if undefined, I suggest that in approaching the matter you have as the objective the presentation of a view of the minimum expansion/modernisation of the met. service compatible with flight information and other relevant requirements.

(J. A. Jones)
Acting Governor

R. F. Johnson, Esq.

Analysis of the likely link between the Falkland Islands and the American Continent (Argentine Republic)

1. In accordance with discussions held in our office, we are placing at your disposal some of the conclusions arrived at as a basis for the preliminary studies in the field of air communications between the Islands and the Mainland.

2. Aircraft

The planes which LADE operate are the Fokker F.27 "Friendship" and DHC-6 "Twin Otter". LADE is able to make use as necessary of aircraft types other than those at present used by the Argentine Air Force.

The F.27, because of its speed, range, operational ceiling, cargo and passenger-carrying capacity and especially its sturdiness which allows it to operate from earth or gravel strips, is the most suitable aircraft for this service.

So far as the Twin Otter is concerned, although it is suitable for operating from unprepared runways, its limited range, speed, and cargo and passenger-carrying capacity represent a considerable handicap.

For this reason all studies have been based on the use of the F.27.

3. Routes

- A. Rio Gallegos - Port Stanley

Distance: 450 n. miles
Flying Time: 2 hours

- B. Comodoro Rivadavia - Stanley

510 n. miles
2 hours 20 minutes

4. Route Rio Gallegos - Port Stanley

- Advantages:
- (a) Operational facilities of Rio Gallegos airfield which provide all the necessary navigation and landing aids (radio beacon, radio markers, VOR, ILS)
 - (b) Possibility of operating without supplementary fuel tanks.
 - ✓ (c) Permits carriage of 40 passengers.

5. Route Comodoro Rivadavia - Port Stanley

- Advantages:
- (a) Cuts flight time Stanley - B.A. by one hour.
 - ✓ (b) Reduces cost of fare to B.A.

- Disadvantages:
- (c) Would entail use of supplementary pylon-mounted fuel tanks.
 - (d) Permits carriage of only 32 passengers.

6. Flight Frequency

Initially, the service could be at a frequency of two flights a month with timetables scheduled to fit in with Aerolineas Argentinas; this frequency could be increased according to passenger and cargo demand, especially during holiday periods, to one or more per week.

7. Facilities which LAAE would require in the Islands

- (a) Runways of 1,250 metres on level and improved ground. Before a regular service was introduced, a Twin Otter would land with specially qualified personnel to test the operating capability of the strip.
- (b) Provision of VHF for air/ground communication, for meteorological information and operational control.
- (c) Provision of a radio beacon.
- (d) Provision of an office for ticket sales, etc. in Stanley. The staff would consist of a manager (an Argentine civilian), and two or three assistants who might be Islands residents. It would be necessary to rely on the premises being available locally and, if possible, accommodation for the manager and his family.
- (e) Provision of 538 radio equipment to communicate with Comodoro and Rio Gallegos, in order to ensure liaison and coordination with Aerolineas Argentinas and to carry any necessary administrative traffic.
- (f) The accommodation situation in Stanley would need to be established in case of enforced stopovers.
- (g) The Islands local air service would continue subject to the availability of strips capable of taking the P.27.
- (h) Agreement would have to be reached to establish what authority would be responsible for air traffic control for safety and search and rescue operations. In this context it should be noted that in Argentina the Commander of an Air Region, subordinate to the Commander-in-Chief of the Argentine Air Force, has at his disposal the necessary organisation to assume this responsibility.

8. Tariffs

Calculations have been made on the basis of a 'promotional' or 'developmental' tariff. Nevertheless this does not rule out the possibility of reaching agreement for a reasonable percentage discount exclusively for residents of the Islands.

		\$
(a)	Port Stanley - Comodoro	76,000
	Comodoro - B.A. (Jet)	192,000
	B.A. - Montevideo	52,000
	Total	320,000 ✓
		\$
(b)	Port Stanley - Rio Gallegos	64,000
	Rio Gallegos - B.A.	276,000
	B.A. - Montevideo	52,000
	Total	392,000

These tariffs are expressed in pesos (Law 181686) (one new peso equals one hundred old pesos). The approximate sterling equivalent in 8 (a) is £32 and in 8 (b) £39 and is roughly the same as the cost of a passage from Stanley to Montevideo on the "Darwin".

Reductions in Aerolineas Argentinas tariffs could only be considered for domestic (cabotage) flights since so far as international flights are concerned fares are established by international agreement and cannot be altered unilaterally.

9. Miscellaneous

(a) The LADE service would have an English speaking cabin steward; other members of the crew would not necessarily be English speaking.

(b) Because of its versatile configuration the F.27 can be operated exclusively as a passenger plane, exclusively as a cargo plane or in a mixture of the two.

(c) The mixed configuration could be arranged for the Islands service.

(d) The following items are annexed:

- (1) Provisional timetables and combinations.
- (2) (NOTE Omitted) Various tables containing statistical meteorological data on the Islands.

Appendix I

Provisional Timetables and Combinations

Port Stanley - London via Comodoro Rivadavia

Port Stanley	dep. 0830	LADE
Comodoro Rivadavia	arr. 1100	LADE
	dep. 1140	Aerolineas Argentinas
Buenos Aires	arr. 1510	Aerolineas Argentinas
	dep. 1600	Aerolineas Argentinas
London	arr. 1545	Aerolineas Argentinas

Port Stanley - London via Rio Gallegos

Port Stanley	dep. 0750	LADE
Rio Gallegos	arr. 0950	LADE
	dep. 1040	Aerolineas Argentinas
Buenos Aires	arr. 1410	Aerolineas Argentinas
	dep. 1600	Aerolineas Argentinas
London	arr. 1545	Aerolineas Argentinas

Buenos Aires - Montevideo

Buenos Aires	dep. 1630
Montevideo	arr. 1700

CONFIDENTIAL

No. 167

25th June 1971

Addressed to Falkland Islands. Repeated to B.A.

For Governor from Watt.

Airfield Construction

Royal Engineers have expressed interest in possibility of being able to help and are at present studying available documents. I am to discuss problem with them and this may be next week, and hope I can then tell you something more definite.

2. B.A. Please show to Scott.

CONFIDENTIAL

FROM: F. C. O.
TO FALKLAND ISLANDS
REPEATED TO BUENOS AIRES

PRIORITY
NO 170 OF 2/7/71

021540Z

MY TELNO 167.

We have discussed informally with Royal Engineers, O.D.A. and Wainwright. Royal Engineers stated an interest in project and gave us following summary of time-scale and method they would envisage. This assumes MOD have been officially approached and have stipulated ~~commitment~~ ~~commit~~ troops to this task. (Such a commitment would be subject to operational and training requirements, and other aid tasks for which R.E. assistance might be needed).

2. We assumed for planning purposes, that what is required is an air strip of approximately 4,500 feet in length overall with a short cross runway. This would beed with a cement stabilized base and bitumen surface dressing. Present reports indicate Pembroke area as suitable but other possible sites accessible to Stanley could be looked at on a preliminary reconnaissance.

3. Possible R.E. time-scale would be on following lines:

- (i) preliminary reconnaissance visit by one officer in July/August of approximately two weeks (or between Darwin sailings):
- (ii) Reconnaissance in greater detail by party of approximately two officers and six men, of 6/8 weeks about four months later:
- (iii) preparation of military engineering construction plan in London taking about six months;
- (iv) actual construction ~~planned to begin taking about six months~~ taking approx. 18 months.

4. Existing commitments and time taken to mount project of this size indicates that construction could not begin before 1972. (MOD wish to emphasise that reconnaissance and further study of this project would not indicate commitment to execute it.)

5. Construction party might be 250 officers and men. Labour needs uncertain but unlikely to be large. Party would provide own prefabricated living quarters but would need local electricity and water.

6. See MIFT.

CONFIDENTIAL

FROM : F.C.O.

TO: FALKLAND ISLANDS

No. 171
of 2 July 1971
021545Z

PRIORITY

M.I.P.T. Airfield Construction.

Time scale may seem long but R.E. estimate is based on initial examination of Wainwright and Peat Marwick's reports. It seems unlikely that any U.K. based civilian route could down this timetable by much. Indeed, assuming that civilian firm would have to exploit labour and hire shipping to transport equipment, their time scale could be longer.

2. Nevertheless, Departments involved here will wish to consider all aspects, including cost in employment of R.E. as compared with employing civilian firm. Before civilian firms can be approached however we require formal request from F.I. Government for assistance from aid funds. You will no doubt put this in hand as soon as practicable and send us advance advice by telegram. Moreover the sooner we have your views, the sooner a preliminary reconnaissance could be mounted.

3. O.D.A. and ourselves also possibility of employing construction firm from mainland presumably Argentine. There would of course be objections in principle to using funds in this way: and we assume we are right in thinking reference F.I. public opinion would wish to have project carried out by British agencies, even if this means taking somewhat longer. There would not however be the same objection to using aid funds for purchase of material, e.g. cement from mainland if these were cheaper and more quickly available.

LJC : Cypher

RESTRICTED

FROM: F.C.O.
TO: FALKLAND ISLANDS
REPEATED TO: B.A.

IMMEDIATE
NO 173 OF 3 JULY 1971
032239Z

FALKLAND ISLANDS / ARGENTINE COMMUNICATIONS

If it is suggested Falklanders will be dependent solely on the Argentines for air communications, we will say unattributably that size of airfield contemplated on Cape Pembroke will allow long range aircraft to a variety of destinations, if necessary.

LJC : Cypher

RESTRICTED

DECODE.

28

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 9/7/71 Time : Received : Time :

No. 241
PRIORITY
CONFIDENTIAL
TO F.C.O.

AIRFIELD CONSTRUCTION.

Your telno 171. Time scale certainly does seem long and it will be embarrassing politically if we have to rely on the Argentine Amphibian for such a period. Also I should imagine Falkland Islands Company would be fairly scathing about the lack of urgency if they hear details of the proposed timetable. I hope therefore that if documents initialled in B.A. are ratified by all Governments that a high priority can be placed on this project.

2. Using a construction firm from the mainland would be unacceptable politically and I would prefer that in the first instance we concentrated on the Sappers.

LEWIS

LJC : Cypher

DECODE.

30

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 9.7.71 Time : Received : Time :

Telegram No. 242 of 9th July 1971.
Your telegram 171 of 2nd July
Airfield.

Following represents advance advice of formal request for assistance from Aid Funds for construction of airfield at Cape Pembroke:

(1) In the light of the Possibility Report of Board of Trade 1969, this Government re-requests allocation of Aid Funds in approximate amount of £375,000 (see paragraph 10.1 of Report for costs creep) for construction of airfield at Cape Pembroke.

(2) Runway configuration required is as recommended in Scheme I (paragraph 10.5 of Possibility Report) i.e. two-runway configuration, but with recommendation that main runway should be of length 4,000 ft. (see paragraph 8 of Possibility Report) in order to provide maximum flexibility and also to maximize return from one-off operation by Royal Engineers or contractors.

(3) This request for Aid Funds includes provision of air/ground communication facilities (see paragraphs 6.1 and 11.4 of Possibility Report).

2. Considerations in sub-paragraphs (2) and (3) above emphasise approximate nature of estimate of total Aid Funds needed for project.

/Also

DECODE.

-2-

37

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched :

Time :

Received :

Time :

Also paragraph 10.1 of Possibility Report emphasizes 'rough' nature of estimates.

3. Formal application will follow by bag in due course.

LEWIS

PL: JE

CONFIDENTIAL

FROM: F.C.O.

TO: BUENOS AIRES

REPRINTED TO: FALKLAND ISLANDS

NO 284 OF 20 JULY 1971
201425Z

YOUR TELNO 414 OF JULY 13: AIRFIELD RECONNAISSANCE.

Royal Engineers confirm that they can send an officer (not necessarily Colonel Robinson) to arrive in R.A. on August 9 and fly by Albatross to Stanley with Melrose and Argentine technical advisers on August 10. One week would probably be ~~x~~ adequate for reconnaissance but no less.

2. Grateful if you would make arrangements for Albatross flight and confirm so that Royal Engineers may make firm plans.
3. We agree to your discussing proposals in your telno 414 with Argentines on the basis proposed.

LJC : Cypher

CONFIDENTIAL

Not Sec / 2nd information. e New P. A.
E.C. 21/7
Y.E. M.D. 22/7
P/S 22/7 for P.A. 22/7

CONFIDENTIAL

FROM: FALKLAND ISLANDS

TO: F.C.O.

RECEIVED TO B.A.

PRIORITY

NO 267

YOURTELNO 284 P 38

AIRFIELD RECONNAISSANCE

Grateful advise name of R.E. officer.

2. Also it would be useful to know full details of his brief. I presume he is authorised to discuss possibility of emergency strip.

LJC : Cypher

CONFIDENTIAL

UNCLASSIFIED

ROUTINE

TO GOVERNOR FALKLAND ISLANDS

NO 194 OF 30 JULY

INFO BUENOS AIRES

BUENOS AIRES TEL 428: COMMUNICATIONS

1. Royal Engineer officer for Airfield Survey will be Lt. Col. Wheatley who will arrive Buenos Aires on on 8th August. Wheatley will signal precise ETA to Croker. His brief will be to make an initial reconnaissance for a runway of 3,600 feet possibly extending to 4,000 feet. Wainwright agrees that a cross runway is not essential provided radio communications between Stanley and the Argentine are adequate.
2. We made clear to Wheatley the distinction between the airfield for which ODA will assume responsibility and any temporary landing site for the temporary air service which the Argentine officers will be looking into.
3. Wheatley hopes to complete his reconnaissance in six days but he may need two or three days more. We hope that the return Albatross flight can be delayed accordingly if necessary but if not Wheatley will have to return in R.M.S. "Darwin". Grateful if you will make provisional booking for him.

LJC : P/L

44

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

WAP 15142-821 584578/790938 500 pds 12/68 Grp.782

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

To ~~XXXXXXXX~~ LTF PRODRONE BUENOSAIRE

A/c H.O.

No. 80

31st July 1971

311410Z ADDRESSED BUENOSAIRE TTEINO 80 OF 31 JULY REPEATED INFO FCO .
 COMMUNICATIONS . FCO TTEINO 194 . THE MOVEMENTS OF THE DARTIN ARE SO
 UNPREDICTABLE THAT ~~IF NECESSARY~~ I HOPE RETURN FLIGHT OF ALBATROSS CAN
 BE DELAYED FOR TWO OR THREE DAYS IF THIS IS NECESSARY FOR WHEATLEY TO
 COMPLETE THE JOB . LEWIS

Time

UNCLASSIFIED

NO 433 OF 2 AUGUST

FROM BUENOS AIRES TO PRIORITY FCO

INFO FALKLANDS

022100Z

YOUR TELNO 194 TO FALKLANDS

FALKLANDS VISIT.

1. Subject to confirmation of arrangements for signature of Notes, Argentines have arranged special flight for Falklands party leaving Buenos Aires at 1300 hours (local) on Sunday 8 August for Comodoro therefore essential that Wheatley should arrive here on 7 August.
2. Your para 3 may well be difficulty here in delaying second flight of Albatross.

PETERS

LJC : P/L

UNCLASSIFIED

NO 298 OF 3 AUGUST

TO PRIORITY BUENOS AIRES

INFO FALKLAND ISLANDS

031200Z

250

YOUR TELNO 433 OF 2 AUGUST.

FALKLANDS VISIT.

Owing to other prior commitments and to preparatory work for Airfield Survey Wheatley will not repeat not be able to arrive Buenos Aires before Sunday 8 August. He is wait-listed for flight ARL33 ETA 0950 hours 8 August and also booked on PanAm 203 from New York ETA 0905 hours 8 August. Actual flight details will be telegraphed when known.

LJC : P/J.

No. 302

4th August 1971

From F.C.O. UNCLASSIFIED IMMEDIATE to Buenos Aires, Infor. Routine
Falkland Islands.

Yourtelno 436 of 3 August Falklands visit.

Despite delay in Albatross flight to Stanley Wheatly will still arrive
Buenos Aires on 8 August.

2. Royal Engineers emphasise that a minimum of six days is required for
the airfield bece and since Darwin may possibly have sailed before recce
is finished they ask for confirmation that return Albatross flight from
Stanley will not repeat not be before 18 August.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

3/40112
70

Number	Office of Origin	Words	Handed In at	Date
--------	------------------	-------	--------------	------

To	HEADQUARTERS PROCEEDING LONDON/1			
	RE: LINE			A/c H.O.

No. 279

13 August 1971

ATTACHED FOR TELNO 279 OF 13 AUGUST. PLEASE INFO 62 CSE (OBT) .
 DEC - 122 . FROM CSE TO STATE TO DO NOT HAVE ALTERNATIVE TO ONE PERSON
 CSE HAS BEEN LOCATED THAT CAN DO I BELIEVE AVAILABLE REPORT IN 1 OR 2
 TOGETHER PLANNED TO OBTAIN IT IN AIR WERE SEAS WERE LARGE SPLITTING OF
 PROBLEMS AND CHANGES AVAILABLE ON MOST OF THE CSE FOR THE CSE CSE LINE
 BUT CONTINUATION OF BULK WARE IS NECESSARY TO SECURE TO ACCOMMODATION
 FOR WORKING PARTY TO AS EXPECTED VIRTUALLY HAVING LOST TO POSSIBILITY
 OF ACCIDENTALITY AS A SHIP MUST BE INVESTIGATED THOROUGHLY AS HIGH
 PRIORITY WITH CSE A VITAL FACTOR TO THE NAVAL SERVICE AS WELL AS
 CIVILIAN CSE NUMBER ABOUT ONE LAST CSE FOR CSE CSE CSE CSE CSE CSE CSE
 AUXILIARY OR CSE LINE TO CSE ACCORDING AND AVAILABLE TO THESE PAGES
 ABOVE TO 62 CSE (OBT) LINE

Time

35

10/4/19
RESTRICTED

PRIORITY....011200Z SEP
FROM.....NP 8902
TO.....62 CRE CONST
INFO.....COLONIAL SEC

RESTRICTED LBC
FOR WHEATLEY FROM NICHOLAS.

REF YOUR 241450Z AUG, WHALEBONE COVE USABLE BY MEXEFLOTE AT
HIGHWATER ON ALL TIDES 4 FEET AND ABOVE. FLAT BEACH WOULD PERMIT
MEXEFLOTE TO DRY OUT. ALTERNATIVE SITE CANACHE NARROWS USABLE ALL
TIDES BUT WOULD REQUIRE ENGR EFFORT TO EXIT BEACH AND REACH HARD
TRACK. SAME APPLIES ALL SITES SOUTH SIDE STANLEY HARBOUR.

WILL RECCE ALTERNATIVE BEACHES PORT WILLIAM.

RESTRICTED LBC
DIST..OC 8902..SHP.LOG
MNE CORBRIDGE M S

*1/5 I have no graded photo in the airfield. I suspect this
be photo in a box photo in 8/401 Review.*

SEP 1971

RESTRICTED

10/4

CONFIDENTIAL



With the compliments of
ATLANTIC AND INDIAN OCEAN
DEPARTMENT

*P/S There are graded Capt. & 1 have as Capt.
C80 file in the airfield. Report you file
in Air Communications 2 August 1971
file in P/401 crimes*

P/13/9

Colonial Secretary
Port Stanley

Foreign and Commonwealth Office
London, S.W.1.

Reference HGF 21/3

RECORD OF MEETING HELD IN MR I WATT'S OFFICE, 11 AM ON FRIDAY 30 JULY

Present: Mr I Watt	AIOD FCO
Lt Col Pilkington RE	MOD
Lt Col Wheatley RE	MOD
Major Sugden RE	MOD
Mr Wainwright	DTI
Mr Gordon	ODA
Mr Ling	LAD FCO
Mr Kinnear	AIOD FCO

FALKLAND ISLANDS AIRFIELD CONSTRUCTION

1. Mr Watt explained that the purpose of the meeting was to discuss administrative arrangements necessary for the preliminary reconnaissance which would be carried out by Col Wheatley. Major Sugden thought that it might be necessary for the reconnaissance to be extended after 16 August, the date when it was expected that the Albatross aircraft would fly the Argentines back to the mainland. Mr Watt agreed that, if the reconnaissance could not be completed by the time the Albatross returned, Col Wheatley could travel in RMS Darwin.

2. Mr Ling explained to Col Wheatley the undertaking, as a result of the recent communications talks in Buenos Aires, by HMG to build an airfield in the Falklands. He said that, as the Argentines were not anxious to operate the temporary air service by means of Albatross flying boats for very long, they wished to have a temporary landing ground in the Falklands so that the air service could be operated by light aircraft such as Twin Otters until the main landing ground was completed. Col Wheatley asked what aircraft were concerned with the air service and what he should say to the Argentine engineers regarding the length of the main runway. Mr Ling said that Twin Otters and Fokker Friendship aircraft from the Argentine would use the landing ground while it should also be suitable for the operation of HS 748 aircraft from Montevideo or elsewhere. Mr Wainwright said that, providing the load factor was reduced, a runway 3,600 ft long would be adequate for the operations envisaged. Mr Watt said that the construction of a temporary landing strip was a separate matter. It was the Argentines who wanted it and whether this temporary strip might be constructed by the Argentines had not yet been settled. Col Wheatley pointed out that it would be an advantage in the construction of the main landing ground if a temporary strip was available for the flying in of urgently required materials and for casualty evacuation. He said that he understood his main task to be a reconnaissance for a cross runway and his secondary task to be a reconnaissance together with the Argentine Air Force officers of a temporary landing strip. Mr Watt confirmed that a main runway of from 3,600 to 4,000 ft in length will be required and that a cross runway was not essential. Mr Wainwright confirmed that a runway with a LCN of 15 would be adequate for the weight of aircraft likely to use it.

3. Mr Gordon said that it would be necessary to ask civilian contracting firms whether they were interested in tendering for the construction of the airfield but this would not be done until Col Wheatley's report was received. In regard to payment for the cost of the preliminary reconnaissance, it was agreed that the Finance Departments of the MOD and ODA would discuss the matter.

ccs: Chancery
Buenos Aires
Montevideo



With the compliments of
**ATLANTIC AND INDIAN OCEAN
DEPARTMENT**

**Foreign and Commonwealth Office
London, S.W.1.**

RECORD OF MEETING HELD IN MR I WATT'S OFFICE, 11 AM ON FRIDAY 30 JULY

Present: Mr I Watt	AIOD FCO
Lt Col Pilkington RE	MOD
Lt Col Wheatley RE	MOD
Major Sugden RE	MOD
Mr Wainwright	DTI
Mr Gordon	ODA
Mr Ling	LAD FCO
Mr Kinnear	AIOD FCO

FALKLAND ISLANDS AIRFIELD CONSTRUCTION

1. Mr Watt explained that the purpose of the meeting was to discuss administrative arrangements necessary for the preliminary reconnaissance which would be carried out by Col Wheatley. Major Sugden thought that it might be necessary for the reconnaissance to be extended after 16 August, the date when it was expected that the Albatross aircraft would fly the Argentines back to the mainland. Mr Watt agreed that, if the reconnaissance could not be completed by the time the Albatross returned, Col Wheatley could travel in RMS Darwin.

2. Mr Ling explained to Col Wheatley the undertaking, as a result of the recent communications talks in Buenos Aires, by HMG to build an airfield in the Falklands. He said that, as the Argentines were not anxious to operate the temporary air service by means of Albatross flying boats for very long, they wished to have a temporary landing ground in the Falklands so that the air service could be operated by light aircraft such as Twin Otters until the main landing ground was completed. Col Wheatley asked what aircraft were concerned with the air service and what he should say to the Argentine engineers regarding the length of the main runway. Mr Ling said that Twin Otters and Fokker Friendship aircraft from the Argentine would use the landing ground while it should also be suitable for the operation of HS 748 aircraft from Montevideo or elsewhere. Mr Wainwright said that, providing the load factor was reduced, a runway 3,600 ft long would be adequate for the operations envisaged. Mr Watt said that the construction of a temporary landing strip was a separate matter. It was the Argentines who wanted it and whether this temporary strip might be constructed by the Argentines had not yet been settled. Col Wheatley pointed out that it would be an advantage in the construction of the main landing ground if a temporary strip was available for the flying in of urgently required materials and for casualty evacuation. He said that he understood his main task to be a reconnaissance for a cross runway and his secondary task to be a reconnaissance together with the Argentine Air Force officers of a temporary landing strip. Mr Watt confirmed that a main runway of from 3,600 to 4,000 ft in length will be required and that a cross runway was not essential. Mr Wainwright confirmed that a runway with a LCN of 15 would be adequate for the weight of aircraft likely to use it.

3. Mr Gordon said that it would be necessary to ask civilian contracting firms whether they were interested in tendering for the construction of the airfield but this would not be done until Col Wheatley's report was received. In regard to payment for the cost of the preliminary reconnaissance, it was agreed that the Finance Departments of the MOD and ODA would discuss the matter.

ccs: Chanceries:
Buenos Aires
Montevideo

Colonial Secretary
Port Stanley

CONFIDENTIAL

DD 737719 SEP 64 500M 2/71 GM 3643/2

4/8/76

landing ground 4,000 ft
length without a

CONFIDENTIAL

No 223 OF 16 September 1971

priority

161440Z Received 18th September

To Falkland Islands

From F.C.O.

Repeated to B.A.

My telno ^{P41}222: Construction of Airfields.

1. Although Wheatley has not completed his full report (72 hours mentioned in your telno 299 referred only to initial findings) MOD have given us indication depending main preliminary findings might have of their provisional ideas.
2. Main preliminary finding. Cape Pembroke is best site. 4,000 ft runway will take approximately 20 months to build. Construction party would be 120 all rank Royal Engineers plus 50 civilian labour to be imported presumably from Chile. New specification for runway is 5 inches cement bound granular base on 5 inches macadam sub base with triple bitumen surface darning. Unless Royal Engineers construction party can be housed in a moored ship hatted camps must be built for both services and civilian labour involving building party of 60 all ranks for some three months. Leave cargo vessels required to position stores for camp construction; one or two logistic landing ships to position and recover plant and equipment. R.A.F. air lifts required to position and recover troops and change them over at six monthly intervals. R.A.F. Hercules sortie monthly to Argentina and bi-weekly ⁺landover flight Argentine/Falkland Islands essential for routine re-supply.
3. MOD provisional ideas. Army are currently discussing the implications of accepting commitment recommending other services. If task is acceptable in principle next stage would be detailed reconnaissance referred to in para 3 (ii) of my telno 170. Army are meanwhile making provisional (repeat provisional) plans for this as in following paragraph.
4. reconnaissance would be made by one officer and five other ranks, plus one officer who would visit B.A. to examine availability of certain stores e.g. cement. Party would fly to B.A. E.T.A. November 14, to Comodoro Rivadavia on 15th and to Port Stanley on 16th. Party would leave Port Stanley for Comodoro Rivadavia and B.A. on December 14th. Party will require 500 to 600 pounds of heavy equipment and MOD hope to book it in Biscoe sailing U.K. mid October E.T.A. Stanley November 14th.
5. MOD would be grateful if you will meanwhile make provisional arrangements for accommodation either at hotel or with Royal Marines. Two local casual labourers will also be required. Grateful you arrange this provisionally.
6. Wheatley has told us Degan Lob who led Argentine survey team to F.I. last month made him verbal offer of free air transport for reconnaissance party each way between B.A. and Stanley to meet schedules in para 4 of report, and that Melrose knows of offer. While MOD understood glad to accept transports on that party's task is clearly measures with an obligation assumed by H.M.G., in which CASE should bear cost. Unless Embassy see objection, grateful if they would seek confirmation from Argentine authorities that it is still convenient for them to provide transport but point out that for reason above we would prefer to make reimbursement at appropriate rates.
7. See M I F T

+ or corruption
of 2 weekly

CONFIDENTIAL

CONFIDENTIAL

No. 224 Of 16 September 1971

PRIORITY

161440Z

To Falkland Islands

From FCO

Repeated to B.A.

^{P43}
MIFT: Construction of Airfields.

1. Even from summary of Wheatley's preliminary findings it will be clear to you that a permanent airfield will make heavy demands on all 3 services for men, equipment, logistic support and time. Another month will be necessary to assess implications in full; and in any event it will be necessary to make detailed reconnaissance before a final decision can be taken on whether Royal Engineers can undertake construction. At that point will realise operational implications of tying up men and equipment for so long at such distance from Army's main areas of deployment will have to be assessed. Nevertheless it is a sign of Royal Engineers interest that they are making provisional plans for detailed reconnaissance on lines in MIFT.

2. We must thus recognise that other considerations may rule out even detailed reconnaissance; and that even if it is made Royal Engineers may eventually not be able to do construction. We are therefore keeping well in mind that it may prove necessary to turn to civil engineering firm for design etc and for construction. Should this become necessary whatever preliminary work that will have been done by Royal Engineers will be made available to them and time will not have been wasted.

3. Meanwhile we should be grateful for your views on Argentine suggestion for building temporary airfield in B.A. telno 91 to you. Our present views at official level are:-

- (i) in view of operational difficulties already amply demonstrated we can not expect Argentines to maintain an amphibian service for 2 plus years required to build a permanent airfield,
- (ii) construction of a temporary air strip should be regarded as a necessary practical consequence of Argentine's commitment to maintain a regular air service under B.A. Agreement which F.I. Government and public opinion generally welcome
- (iii) We should therefore agree that Argentines should build a temporary air strip, and offer them every facility
- (iv) that necessary arrangements should be formalised by a further Exchange of Notes referring to Agreement of August 5th.

4. You will no doubt wish to consult your ExCo in due course but (especially with your telno 312 in mind) we think that it would be better to defer such consultation until, hopefully, Army may have reached a firm decision about detailed reconnaissance when you would be able to inform the ExCo of their plans.

CONFIDENTIAL

LJC : Cypher

CONFIDENTIAL

No. 326 of 20 September 1971

PRIORITY

TO PCO REPEATED PRIORITY TO B.A.

FROM FALKLAND ISLANDS

CONSTRUCTION OF AIRFIELD

YOUR TELNOS ^{P43} 223 AND ^{P44} 224.

This is all most encouraging and we will make provisional arrangements to receive Royal Engineers recce party in November.

2. In regard to the building of temporary airfield I am strongly of view that for the reasons mentioned in your telegram and for other considerations we should agree to the Argentines building the strip. The problem is trying to persuade ExCo at a time when the elected members (and potential candidates) in particular are preparing to face the test of public opinion at Elections. In view of these attitudes I will defer final consultation as you suggest until we know Army's final decision on detailed recce.

3. The F.I.C. has a major interest in ensuring that a regular air service starts as early as possible and I have convinced Acting Colonial Manager of need for temporary strip. It would be a help if you could inform Waldron and Mitchell of the position so that we can have their support. A word on the telephone from either of them to the Hon. Barton would help to erode his opposition at a time when I am leaning on him hard.

LEWIS

IJC : Cypher

CONFIDENTIAL

~~76~~
50

RESTRICTED

PRIORITY

No 507 of 23 September
Following from B.A.
TO F.C.O. and to F.I.

EG 27/9

^{P43}
Your telno 223, to F.I: Airfields.

Head of Chancery called yesterday on Head of "Malvinas" Department of M.T.A. and was assured that we would have a to our query about the Albatross flights for Royal Engineer reconnaissance party to and from Port Stanley. Izaguirre believed there should be no difficulty ~~for~~ for Argentine Air Force.

2. Izaguirre said the Argentines had now heard that amount of planking which they would propose to use for a temporary air strip, should it be agreed that they construct it, was available in U.S. but that it would require four months between placing the order and delivery in Argentina. Cost would be one million (one million) U.S. dollars. Izaguirre underlined the importance of time factor claiming that if a decision were not taken fairly soon there would be no time to complete the air strip before the onset of F.I. winter made conditions impossible and therefore virtually 12 months would be missed. (see para 2 of my telno 91 to F.I.) He said that despite the cost, which seemed even more daunting in the light of current Argentine economic situation, Argentine Air Force were prepared to go ahead with the construction if asked. Once permanent air field were in operation they would propose to ~~relay~~ aluminium temporary strip in Marambio (..... Island) in future.

3. See MIFT.

RESTRICTED

IJC : Cypher

14/10
CONFIDENTIAL

NO 252 of 12 October 1971

PRIORITY
121720Z

TO GOVERNOR
REPEATED TO B.A.

PS7
MY TELNO 245: AIRFIELD

We have now discussed Wheatley's report inter-departmentally. MoD remain willing for Royal Engineers to carry out detailed recce as planned but do not, in view of Army's other heavy tasks, especially in Northern Ireland, feel able to accept a commitment for Royal Engineers to construct airfield. Our view at official level is that in these circumstances it would be wrong to expect Army to take on a task which can be equally well done by civil contractors, and that we should make best possible arrangements accordingly.

2. Royal Engineers would however if at all possible like to be associated with management of construction. One possibility which we are examining would be for them to act as consultants, together with ~~firm~~ who are responsible⁸ providing professional advice to HMG on airfield pavements, and who will in any case be closely concerned with consultant and managerial aspects. It is possible detailed recce party will include one or more representatives of Department of Environment as well as of Royal Engineers.

3. We realise Army's inability to spare Sappers to do construction work may cause some local disappointment but we are sure that you and in due course public opinion will recognise that current demands on British Army including Royal Engineers to commit skilled men for nearly two years to a task which can be done by civil contractors.

4. Above is at present for information of yourself and your senior officials. We hope to confirm arrangements for detailed recce party next week.

IJC : Cypher

CONFIDENTIAL

CONFIDENTIAL

No. 350 of 14 October 1971

Immediate to FCO

Repeated Priority to B.A.

Your telno 252: Airfield

While I understand the Army's problems particularly in respect of Northern Ireland and appreciate Royal Engineers' desire to be associated with civilian executed project there will be disappointment here at such a decision. There will be reluctance also to accept the view that task can be quote equally well done unquote by civil contractors, while the implications of the employment of imported civilian labour are serious. In fact I myself find it difficult to see how civil contractors will be able to meet the timetable laid down for the Sappers which politically was only just tolerable. The decision will have an adverse effect on my chances of convincing ExCo of the need for a temporary field.

2. In view of the foregoing and the effect the decision may have on our relations with the Argentine I hope that Ministers will have been consulted before I am asked to inform ExCo of any decision reached by H.M.G.

LJC : Cypher

CONFIDENTIAL

CONFIDENTIAL

No 525 of 13 October 1971

ROUTINE
131645Z

From B.A. to F.C.O.
Reptd to F.I.

S/106.

Your telno 246 to F.I. ; C.P.A. Visit.

Question of Albatross flights to lift R.E. reoce party to Port Stanley on November 16 and return December 14 was put to Izaguirre on September 22. His first reaction was that there would be no difficulty and he undertook to seek agreement of Argentine Air Force. We have not yet received confirmation about these flights but when I met him on October 6 Izaguirre gave me the impression that they would be agreeable. We would prefer not to press Argentines for ~~an~~ a firm answer until decision about reoce party's visit is 2 We believe that no other amphibian flights are contemplated before the end of the year when it is proposed to introduce a regular service. In a recent conversation with the Head of Balcarce let slip that what Argentines now seemed to be considering was a twice monthly service to F.I.s.

LJC : Cypher

CONFIDENTIAL

CONFIDENTIAL

No 533 of 19 October 1971

PRIORITY
192025Z

FROM B.A. TO F.C.O.

REPTED TO F.I.

MY TELNO 525.

AIRFIELD.

866 / 20/10

..... HAVE TODAY THAT Argentine Air Force would be prepared to arrange Albatross flights to lift airfield recce party to Port Stanley on November 16 and return on or about December 14. The cost to H.M.G. of each flight would be 20,000 new pesos (on today's quotation this would equal £980 (£980) but pesos value is at present declining sharply on floating "financial rate".

LJC : Cypher

CONFIDENTIAL

CONFIDENTIAL

No 257 of 20 October
PRIORITY



201055Z
TO GOVERNOR FALKLANDS
REPTD TO B.A.

MY TELNO 252. *P60*

Detailed recce party now proposes to travel to B.A. on November 13 ~~redy~~
to fly to Stanley in amphibian November 16th.

2. Grateful you arrange accommodation.
3. Embassy B.A. should now accept offer of amphibian flight as in their
telno 533 and make arrangements for accommodation and for transport to
Comodoro Rivadavia.
4. Names of party will follow.

LJC : Cypher

CONFIDENTIAL

COPY

71

TO ALL MEMBERS OF LEGCO AND EXCO

21 October 1971

I have had telegraphic advice from London that the party of Royal Engineers selected to carry out the detailed survey of the main airfield at Cape Pembroke will arrive in Stanley by Argentine amphibian on November 16th.

On the return flight on the same day the amphibian will take out the C.P.A. delegation.

(E. G. Lewis)

Top copy with Ted
Clapp.
73

NEWS LETTER ITEM

CONSTRUCTION OF MAIN AIRFIELD AT CAPE PEMBROKE

It is understood from official sources that a party of Royal Engineers comprising one Officer and 5 other ranks will arrive in Stanley by Argentine Amphibian on November 16th. It is expected that the party will be in Stanley for about a month. While here the Sappers will carry out detailed surveys on the site, the results of which will enable detailed plans and specifications for the field to be prepared.

As this work is part of H.M. Government's commitment to build the main field the cost of this special Amphibian flight will be borne by the British Government.

In the meantime 600 lbs of equipment necessary to enable the Survey to be carried out has been shipped on the RRS John Biscoe scheduled to arrive in Stanley on the 17th November.

21.10.71.

RECORD OF MEETING HELD IN MR I WATT'S OFFICE, 11 AM ON FRIDAY 30 JULY

Present:	Mr I Watt	AIOD FCO
	Lt Col Pilkington RE	MOD
	Lt Col Wheatley RE	MOD
	Major Sugden RE	MOD
	Mr Wainwright	DTI
	Mr Gordon	ODA
	Mr Ling	LAD FCO
	Mr Kinnear	AIOD FCO

FALKLAND ISLANDS AIRFIELD CONSTRUCTION

1. Mr Watt explained that the purpose of the meeting was to discuss administrative arrangements necessary for the preliminary reconnaissance which would be carried out by Col Wheatley. Major Sugden thought that it might be necessary for the reconnaissance to be extended after 16 August, the date when it was expected that the Albatross aircraft would fly the Argentines back to the mainland. Mr Watt agreed that, if the reconnaissance could not be completed by the time the Albatross returned, Col Wheatley could travel in RMS Darwin.

2. Mr Ling explained to Col Wheatley the undertaking, as a result of the recent communications talks in Buenos Aires, by HMG to build an airfield in the Falklands. He said that, as the Argentines were not anxious to operate the temporary air service by means of Albatross flying boats for very long, they wished to have a temporary landing ground in the Falklands so that the air service could be operated by light aircraft such as Twin Otters until the main landing ground was completed. Col Wheatley asked what aircraft were concerned with the air service and what he should say to the Argentine engineers regarding the length of the main runway. Mr Ling said that Twin Otters and Fokker Friendship aircraft from the Argentine would use the landing ground while it should also be suitable for the operation of HS 748 aircraft from Montevideo or elsewhere. Mr Wainwright said that, providing the load factor was reduced, a runway 3,600 ft long would be adequate for the operations envisaged. Mr Watt said that the construction of a temporary landing strip was a separate matter. It was the Argentines who wanted it and whether this temporary strip might be constructed by the Argentines had not yet been settled. Col Wheatley pointed out that it would be an advantage in the construction of the main landing ground if a temporary strip was available for the flying in of urgently required materials and for casualty evacuation. He said that he understood his main task to be a reconnaissance for a cross runway and his secondary task to be a reconnaissance together with the Argentine Air Force officers of a temporary landing strip. Mr Watt confirmed that a main runway of from 3,600 to 4,000 ft in length will be required and that a cross runway was not essential. Mr Wainwright confirmed that a runway with a LCN of 15 would be adequate for the weight of aircraft likely to use it.

3. Mr Gordon said that it would be necessary to ask civilian contracting firms whether they were interested in tendering for the construction of the airfield but this would not be done until Col Wheatley's report was received. In regard to payment for the cost of the preliminary reconnaissance, it was agreed that the Finance Departments of the MOD and ODA would discuss the matter.

ccs: Chanceries:
Buenos Aires
Montevideo

Colonial Secretary
Port Stanley

CONFIDENTIAL

DD 737719 557664 500M 2/71 GM 3643/2
4/8/71

landing ground 4,000 ft
length without a

The following was given to Miss V. Perkins,
Reuters Correspondent, 20/8/71.

74

AIRFIELD SURVEY ON FALKLANDS

It has been a busy week in the Falkland Islands with the arrival on the 11th August by Argentine amphibious Air Force plane of a technical mission to study some of the problems involved in the introduction of an interim air service and the construction of the main field.

The team was headed by Group Captain Melrose, Air Attache at the British Embassy, Buenos Aires, and included Lieutenant Colonel Wheatley from the Royal Engineers, the latter's main task being to look over the problems involved including the formidable one of logistics in building the main airfield. From informed sources it is understood that Colonel Wheatley, due to the lack of any better alternative, has come down in favour of a site in Cape Pembroke a few miles north and to the east of Stanley.

The Argentine members of the mission headed by Vicecomodoro Degan Lob have, with the assistance of Group Captain Melrose, been looking for a temporary site pending the completion of the main field as it has become increasingly clear that for the type of interim service envisaged, the amphibian is not the most suitable of aircraft. It is understood, again from the same well informed source, that a site suitable for a temporary strip has been found at Hooker's Point lying between Stanley and the location of the proposed main field.

The Governor, Mr. E. G. Lewis, has praised all in the Islands for the way they have co-operated to ensure that the technical mission could carry out its tasks within the tight deadline involved.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

75

MAP 15142-821 584578/750938 500 pds 12/68 Grp.782

Number

Office of Origin

Words

Handed in at

Date

To

ETATEPRIORITE PRODROME LONDONSW1

KS A/c H.O.

No. 364 of 23 October 1971

ADDRESSED FOR TELNO 364 OF 23 OCTOBER . YOUR TELNO 257 ACCOMMODATION

ARRANGED FOR DETAILED RECCE PARTY . LEWIS

Time

CIVIL LABOUR

Will approval be given for the employment of up to 50 Argentine or Chilean labourers on the permanent aerodrome construction? At present the local trade union opposes the proposal. It is hoped that this opposition might possibly be withdrawn in due course; but in the mean while planning and thus financial approval could be held up. The trade union opposition is not based on purely economic grounds, as virtually no local labour is available and the conditions proposed for agreement (see paragraph below) are reasonable. It is probably a political decision with an economic background, based on the familiar old slogan "Keep the Falkland Islands British;" the trade union opposition extends to an Argentine Army or Air Force unit building a temporary runway.

84
GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed In at	Date
--------	------------------	-------	--------------	------

To **HEADQUARTERS PRODHOMES LONDON**

A/c H.O.

No. 294

27 August 1971

REFERENCE TO TELNO 294 OF 27 AUGUST . VISITS: IS/COL WHEATLEY . I
WOULD BE GRATEFUL IF YOU WOULD CONVEY TO MOD (A&M) MY THANKS FOR THE
PRELIMINARY SURVEY WORK CARRIED OUT BY COL WHEATLEY . HE IMPRESSED
EVERYONE IN THE ISLANDS BY HIS EFFICIENCY AND HARD WORK . THIS

Time

CONFIDENTIAL

No. 206 OF AUGUST 27

PRIORITY

271101Z

TO THE FALKLAND ISLANDS

FROM FCO

REPEATED TO BUENOS AIRES

SAVING TO MONTEVIDEO

Your telno 283, 284 and 285.

Communications.

1. Your account of current attitudes after Argentine visit is most useful if mildly disheartening. We appreciate that pre-election tensions were bound to encourage lunacy fringe and that more suspicion and impressionable elements in Stanley cannot be prevented from giving their ancient prejudices an airing. You have of course full authority to make clear in whichever ways you think best that H.M.G. intend to fulfil commitment to ensure that an adequate runway is built, to distinguish commitment from whatever temporary strip may be agreed to enable Argentines to fulfil their undertaking to provide air services in the interim.
2. We shall certainly try to get the necessary decisions taken here as rapidly as practicable. But until Colonel Wheatley's report has been received and studied we cannot begin serious discussions either with Army authorities or with civil engineering professional bodies. Realise that local opinion would greatly prefer Royal Engineers to do this job but as we have made clear all along we and MOD must cast priority of Falkland Islands task (which could tie up one regiment in a remote place for nearly two years) against other operational and training (including other FCO) requirements.
3. As regards shipping we have in the past few days been in contact with FIC. Waldron is concerned lest apparent delays in establishment of shipping services may be due to reluctance on the part of your Executive Council to accept proposals as regards the "Forrest" made in our telno 187. Secretary confirmed that after withdrawal of the "Darwin" at the end of this year, "AES" will carry out shuttle services between Stanley and mainland to meet passenger etc. demands and will also if necessary take passengers to Mar del Plata en route to U.K. Supplies of Avgas, fresh fruit if need be can also be carried on shuttle runs.
4. We expect Sloggie to call here early September, will be glad to discuss these and any other aspects of shipping services which you suggest with him. We would be grateful for your advice.
5. On Article 7 of Buenos Aires Agreement we stand by our commitment to arrange for a regular shipping service but have never interpreted this as binding us or FIC to providing services which local demand does not justify. Neither would we expect Argentines to run a weekly air service as is strictly required under Article 8 should this in practice prove unnecessary. We should be glad of Embassy's comments on paragraph 2 of your telno 285 although we should not wish the point to be raised specifically with Argentines at present.

LJC : Cypher

CONFIDENTIAL

CONFIDENTIAL

PRIORITY

TO FCO

TELNO 299 OF 31 AUGUST 1971

REHEATED ROUTINE TO B.A. AND SAVING TO MONTEVIDEO

COMMUNICATIONS

Your telno 206. I am not taking present attitudes too seriously as I expected something like this in the run up to the Elections.

2. I fully realise the problem of priorities but as Colonel Wheatley was under instructions to submit his written report within 72 hours of arrival back in the U.K. I considered you should have the background as to what happened at this end.

3. I have no particular problems for Sloggie. He is no doubt aware that ExCo do not think much of the proposals made by the Company for the "Forrest" as conveyed in your telno 187. On the face of it the Company gets a great deal and puts in very little. Apart from purely commercial aspects there is a social service element in the operation of the "Forrest" to the smaller islands and isolated camp and I have to take into account that at times I need the "Forrest" in a stand-by position for Defence or Air Sea Rescue work. I am working on these problems and will have another go at ExCo shortly.

LEWIS

LJC : Cypher

CONFIDENTIAL

902 6/11

6

- 1, ALBERT 8654 FIGHT
- 2, JMC Telegraph. Lohman,
- 3, LIBERTAD
- 4, PASSAGES OF BRAVA

LJC : Cypher

90
DECODE.

6.12/5/71
TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 5.11.71 Time: 1610 Received: 5.11.71 Time:

En Clair FM FCO 051355Z Unclassified to Priority Governor Falkland Islands
telno 279 of 5/11 Information Priority Buenos Aires. My telegram 278
Airfield. *289*

1. Grateful if you and HM Embassy will take following action as appropriate to facilitate and assist Rendel, Palmer and Tritton (RPT) team.

2. On arrival at Buenos Aires (Flight number to be confirmed later) meet facilitate with customs arrange accommodation and onward flight to connect with departure point of Amphibian. Each memf party proposes to carry total of 80 lbs weight of kit and equipment. RPT would like early confirmation that this is acceptable for Amphibian, and if not, what range of weight is acceptable.

3. RPT will be grateful if following can be ensured during total period in Falklands:

1 (a) Three land rovers preferably with drivers;

✓ (b) Up to eight labourers;

2 (c) Loan of windproof jackets, gum boots, waders, etc. from BAS or RM Detachment;

4 (d) Centrifugal pump for wash boring preferably two inch;

✓ (e) Use of PWD JCB excavator;

✓ (f) Forty gallon drums for water storage;

✓ (g) Store for soil and survey equipment;

✓ (h) Accommodation for three ten inch by four inch plotting tables with good lighting, two boards and T squares;

✓ (i) Room with solid work bench and water supply to basin for soils testing work

4. RPT wish to know before departure on 13th November if following is available in Stanley (8) BS sieves in good condition numbers and sizes (88) Special road oil for wet sand mix (iii) Automatic voltage recorder

5. RPT will be grateful for help of commercial section of Embassy for enquiries into availability and prices of constructions materials in Argentina and for introductions to Argentine aircraft operators

DOUGLAS-HOME

PLS. Please for C/col series file in Air Communications

PL: HT

[Signature]

CONFIDENTIAL

TELNO 385 TO B.A.

IMMEDIATE

REPEATED TO PRIORITY FCO

AIRFIELD

FCO TELNO 278

ps

ExCo informed of appointment of consulting engineers.

LEWIS

CONFIDENTIAL

[Handwritten signature]

RESTRICTED

No. 280 of 5 November 1971

ROUTINE
051350Z

TO GOVERNOR FALKLANDS
REPEATED TO B.A.

MY TELNO 278: *279* AIRFIELD.

..... TERMS OF REFERENCE OF CONSULTANTS:

(i) to investigate Pembroke site to suitability for operation by F ..., HS 748 and other suitable aircraft to permit flight as part of Stanley and Argentine air fields, as well as between Stanley and Punta Arenas, and Stanley and Montevideo should latter be required.

(ii) to estimate costs of construction of an airfield of minimum length of 3,600 feet with clear way in detail bearing in mind possible desirability of a number of feet length

(iii) to prepare of suitable contractors for construction work bearing in mind scarcity of local labour

(iv) to collect and technical and other data to enable final design to be completed in London

(v) to submit a report by March 30 1972.

LJE : Cypher

RESTRICTED

Information has been received of the appointment of the firm of Rendell, Palmer and Tritton, consulting engineers, in connection with the Cape Pembroke Airfield construction project. The appointment of this civilian firm as consulting engineers means that it has been found impossible in present circumstances for the Royal Engineers to carry out the construction of the airfield. That this might be so has always been a possibility and the British Army's commitments elsewhere are such as to make it impracticable for the Sappers to do the job for us.

The firm of Rendell, Palmer and Tritton, besides being one of international reputation, have operated in Brazil and Chile and so have recent experience of construction work in this hemisphere.

Listeners will recall that it had been anticipated that a Sapper party of six would visit the Colony flying in by Albatross on the 16th November, staying for a month in order to carry out preliminary design studies for the airfield. This task will now be carried out by the party of six members of the staff of Rendell, Palmer and Tritton. The senior engineer in charge is Mr. Warren and the other members of the party are Mr. Lovegrove, Mr. Hatwehl, Mr. Smith, Mr. Cross and Mr. Boustead. The party will be in the Colony for approximately a month in order to make the preliminary design study and carry out soil surveys.

Colonial Secretary's Office,
Stanley, Falkland Islands.
9th November, 1971.

To be broadcast tonight Tuesday 9th
Wednesday 10th.

AIRFIELD PROJECT

On 17th November I had a meeting with Mr. Warren, the Senior Engineer of the Rendell, Palmer and Tritton team which arrived in the Falkland Islands on the 16th. Mr. Jones, the Colonial Secretary, was also present.

After extending a welcome to Mr. Warren I made the following points on the document "Proposal for Feasibility Study".

2.0 PROGRAMME FOR STUDY AND REPORT

Here it is stated that no further visit will be possible prior to the start of construction. I told Mr. Warren that with the interim air service scheduled to begin in January there were no physical barriers to another visit and I presumed that this meant that the O.D.A. was not prepared to pay for another visit.

4.0 METHOD OF CARRYING OUT THE WORK

I informed Mr. Warren that although I did not want to be dogmatic on the issue I was disconcerted to find reference in this document to sites as possible alternatives to Cape Pembroke. People in the Islands including myself are getting a little tired of preliminary and initial surveys (even including feasibility studies) and after the work done by Wainwright and the Royal Engineers I thought it was fairly clear that there was no suitable alternative site available within reasonable access of Stanley. I was pleased to see reference in the document to the necessity of including in the survey the problem of access routes to the airfield area from Stanley. I noted that at the foot of page 3 of the document that reference is made to what might happen if construction did not proceed. I informed Mr. Warren that H.M.G. was committed by statements made in the House of Commons, by undertakings given at the B.A. Round of Talks in July, 1971 and by statements made by myself as Governor to the building of the airfield and there could be no question of the work not proceeding. I mentioned to Mr. Warren that although it was true the met. records here were quite good some of the information might be more readily obtained in England as many of our records had been returned to the U.K.

On the question of the length of the airfield I mentioned that as so much of the cost of this project was to be in overheads it seemed to make sense to build a strip that would stand the Colony in good stead for the foreseeable future and by that I meant a period of ten to fifteen years. As far as traffic potential was concerned, there was a pent up demand in the Argentine and other Latin American countries and I was certain that after a year or two there would probably be several planes a week coming into the airfield. On the question of terminal and operational facilities I agreed that these should be kept as simple and functional as possible. I noted that the team would be looking into the status and capability of contractors experienced in this class of work and I presume that this meant that British contractors having responsibility for the main contract would be sub contracting out to Latin American operators. If this was the intention it would be prudent for Mr. Warren to consult in due course Mr. Goss, Head of the local Trade Union.

On the time scale involved, Mr. Warren made the point that it would be a great help if they were given instructions to get on with the preparation of detailed drawings and other documents necessary before they could go out to tender as early as possible. I informed Mr. Warren that I had given instructions to the Colonial Secretary that this project had the highest possible priority so that he could call on any Head of Department for assistance to ensure that his feasibility study was carried out within the month they were going to be here.

E.G.L. 18 November 1971

G.S.

Rendel, Palmer and Tritton: Airfield Survey

By the end of the month, at the latest, I am certain that the O.D.A. of the F.C.O. will be wanting a short progress report on the detailed survey. Would you please ask Mr. Warren to let me have a very brief note (no more than a page) in particular bringing out the following points:

- (a) whether the party is confident that it can carry out the task in the time allotted
- (b) whether they are getting all the assistance they require from the local government.
- (c) whether the task is more complicated or less complicated than they had anticipated.

E.G.L.
24.11.1971

25th November

71

Airfield Survey

His Excellency the Governor will wish to be in a position to send a brief progress report on the detailed survey which your team is carrying out to the Foreign and Commonwealth Office at the end of this month. I would therefore be grateful if you would let me have a brief note, no more than a page in length, for this purpose, in particular with reference to the following points.

- (1) Whether you are confident that you will be able to carry out your task in the allotted time;
- (2) Whether you are being given all the assistance you need from our local government resources;
- (3) Whether your task is more or less complicated than you had anticipated.

(J. A. Jones)

J. Warren, Esq.,
Rendel, Palmer & Tritton,
Stanley.

JB

4/11/25/14

F. y. i. + detention i.c.w. you (copy)
minute attached. I have retained original
of your minute & copy of this letter for the
C.S.O. Airfield file.

J. A. Jones

131

29/11

FALKLAND ISLANDS AIRPORT
Field Party Interim Report

1. The Survey side of the investigation is up to schedule.
2. The soils side of the investigation is more complex than might have been anticipated from the preliminary reports (due to the necessarily very limited investigation done at the time of their writing).
3. The main factor is the presence of peat in the sand covering the site. The equipment made available on site is of very limited use in investigating the conditions encountered and, although additional wash boring equipment has, with the assistance of PWD, been improvised, it does not make accurate lagging or in situ testing possible.
4. Whilst I think that the information we are obtaining will probably be sufficient for the report and preliminary design stages, my firm might consider it desirable that a further visit should be made by a small soils team, with the necessary equipment, ~~should be made~~ before settling final construction details for the purpose of tender drawings and documents.
5. We have to thank the various departments concerned for their co-operation, particularly the Public Works Department who have placed all their resources at our disposal often to their great inconvenience.

Yours faithfully,

(Sgd) E. J. Warren

Engineer i/c Field Party, R.P.T.

29th November 1971

CONFIDENTIAL

No. 408 of 30 November 1971

PRIORITY

TO FCO REPTD TO B.A.
FROM FALKLAND ISLANDS

AIRFIELD

YOUR TELNO 278

Local reaction was broadly as predicted in my telno 350. However we have managed to persuade the Islanders to look at the problem in the right perspective although there are still misgivings about the time scale.

2. The Rendel, Palmer and Tritton team is working hard and is up to schedule expecting to leave on the 16th. In a brief progress report which I called for, the leader of the team has stated that the soils side of the investigation is more complex than might have been anticipated from the preliminary reports. He considers that his firm might think it desirable for a further visit to be made by a small soils team before final construction details are settled for the purpose of tender drawings and documents.

3. Leader of team has expressed satisfaction with the assistance provided by this Government.

LJC . Cypher

CONFIDENTIAL

S/401

2. ARGENTINE AFFAIRS

His Excellency reviewed the position:

2408/III

i. Permanent aerodrome

The next stage in the construction programme was a detailed survey of the site, expected to be carried out by the Royal Engineers. No definite information on the subject was to hand but it was thought that the team would arrive by Albatross amphibian aircraft about 16th November. It was known that equipment necessary for the survey was being shipped from Britain in R.R.S. John Biscoe, due in the Colony in mid-November. His Excellency assured Members that he would keep them fully posted on latest developments.

Members were anxious that alternative provision should be made for transport in the event that the completion of the permanent aerodrome was delayed.

/ ii. Temporary airfield

Recd 14/12/71.

TELEGRAM

TO WARREN FROM RPT LONDON ✓

12 JAN /

WE AGREE YOURSELF AND BOUSTEAD REMAIN FALKLANDS FOR FULL INVESTIGATION

SITE DWE AND APPROVE LOVEGROVE REMAIN ALSO IF YOU FEEL HIS SERVICES REQUIRED.

SEND MATERIALS SAMPLES BY SEA

Mr. Jones has asked Mr. Warren to see him about this.

14/12

hynde
14/12

154

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number

Office of Origin

Words

Handed in at

Date

To

STATPRIORITY PRODRONE LONDONSW1

IMMEDIATE

A/c H.Q.

No. 422 of 14 December 1971

ADDRESSED FCO TELNO 422 OF 14 DECEMBER REPEATED BENGOAIRE . AIRFIELD .

BY TELNO 408 . WARREN HAS RECEIVED TELEGRAM FROM RPT AGREEING THAT HE

AND ROUSTAD SHOULD REMAIN HERE UNTIL 12 JANUARY TO COMPLETE INVESTIGATION .

2 THIS DOES NOT CREATE ANY PROBLEMS LOCALLY AND I PRESUME THE ARRANGEMENT
WAS MADE AFTER CONSULTATION BETWEEN GDA AND RPT . 2 K LEWIS

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDSSENT

WAP 15142—821 584578/790938 500 pds 12/68 Grp.782

Number	Office of Origin	Words	Handed in at	Date
<hr/>				
<hr/>				
To	ETATPRIORITY PRODROME LONDONSW1			
	IMMEDIATE			
			A/c H.O.	

No. 168 of 16 December 1971

PLEASE PASS BUENOSAIRES AS MY IMMEDIATE TELNO 168 OF 16 DECEMBER
REPEATED PRIORITY FCO AMPHIBIAN TOOK OFF FROM STANLEY AT 1615Z WITH
FOUR MEMBERS OF RPT TEAM ON BOARD . 2 PLEASE PASS BUENOSAIRES . LEWIS

Time


CONFIDENTIAL

No. 6 of 5 January 1972.

PRIORITY

FROM B.A. TO F.I. REPEATED TO F.C.O.

MY TELNO 3 PARA 3 and Whitney's letter 4/5 of December 14 to Jones para 2.

LADE AGENTS.

Argentines have now selected Wing Commander Enroul Domingo Ferrari to be Lade agent resident in Stanley. He is married and has eleven years old son and seven year old daughter. His wife (nee Benesch) is reported to speak excellent English. I saw Ferrari this morning and think his English weak but he is tremendously enthusiastic about living in Stanley. He is an Antarctic expert and knows Southern Patagonia and Tierra del Fuego

He will come to Stanley on amphibian on January 19 and return on January 26, His object will be to examine accommodation possibilities and schooling for his two children.

CONFIDENTIAL

LJC : Cypher

170 ~~119~~

RESTRICTED

No. 6 of 5 January 1972

051540Z

TO B.A. FROM FCO REPEATED GOVERNOR F.I.

YOUR TELNO 4: HARBOUR CONDITIONS IN STANLEY.

Wheatley's report with exception of pages A1 - A5 has already/given to Rendel Palmer and Tritton and provided Governor sees no objection we agree to page 29 to 31 and annex E may be shown to Argentine Navy. been

2. We have not seen Captain Nicholas' survey but if Governor agrees and it is unrestricted we have no objection to this being given to Argentines also.

RESTRICTED

LJC : Cypher

CONFIDENTIAL

FALKLAND ISLANDS AIRPORT

FIELD PARTY REPORT

1. The results of the Survey and Soils Investigation for the originally proposed site went back with the first part of the field party in the middle of November.
2. The extended survey and investigations to cover a partial or complete shift of the site towards the Cape Pembroke Lighthouse, with its different soil conditions, has now been completed, and the remainder of the field party will be leaving for the U.K. on the 12th December.
3. Arrangements have been made for shipping the bulk of "Materials" samples back to the U.K. by the A.E.S.
4. We again have to record our thanks to the various departments concerned in particular to the Public Works for their continued support and assistance.

Yours faithfully,

(D. J. Warren)

Engineer I/C Field Party

10 December 1971

Stanley

L.A.D.E.

As you know, a Major Fernandez, a senior official of LADE and a senior Argentine Air Force officer, flew in and out yesterday on the regular Albatross service. Major Fernandez' task was to approve any arrangements made by Vice-Comodoro Ferrari regarding housing and office accommodation for the LADE agent to be stationed here.

2. I fear it was not until a few minutes before the Albatross arrived that it occurred to me that the old PWD Carpenters' Shop recently used by R.F.T. might serve as temporary office accommodation for LADE while Ferrari, after his arrival here in March, looked around for more permanent and suitable office accommodation. SPW does not anticipate requiring the building until the main airfield construction project gets going: that, we expect, is unlikely to be earlier than September and will probably be later than that. Six months occupancy of the building by LADE should therefore be quite feasible. I informed Fernandez/Ferrari that the old Carpenters' Shop building would be provided rent free as it was to be a temporary office only but that maintenance, alterations, furnishings, etc. would be LADE's financial responsibility. They accepted this offer which was made in accordance with clause 6 of the Joint Statement of Buenos Aires of 1.7.71.

3. LADE have accepted Johnston's (ESRO) offer of the loan of an ESRO house in Racecourse Road as a temporary measure, again expected to last for some 6 months. LADE will be expected to pay rent, fire insurance, etc. Technically this may not be entirely within the spirit of the Joint Statement as ESRO is a quasi-government organisation but as Ferrari told me LADE would prefer to rent both living and office accommodation in the private market I do not think LADE will jib at paying rent to ESRO. And the arrangement gets us off what could have been an awkward hook. We were prepared, in the last resort, to make government housing available to LADE - perhaps Cable Cottage: but I would prefer not to and evidently LADE, for reasons unexpressed but which one can easily deduce, did not want to either.

4. LADE, for reasons connected with radio reception, would in due course prefer to have an office "up the hill" in Stanley and Fernandez mentioned the possibility

- (a) of LADE buying a house in Stanley;
- (b) " " renting a plot of ground in Stanley and importing a prefabricated house-cum-office of the kind they use in Ushuaia.

I said both proposals raised problems which could best be resolved in discussion in the Consultative Committee or during the 3rd Round of Communications Talks.

5. Both Ferrari and Fernandez expressed appreciation of the help and co-operation they had received from us and from others during their visits as well as expressing satisfaction with the temporary arrangements made for housing and office accommodation for Ferrari. They agree that these 6-month tenures should provide adequate time in which to firm up arrangements of a more long-term nature.

6. Ferrari expects to fly in to Stanley about 8th March. As the first regular flight (14th March) is already fairly heavily booked; as Ferrari is an ex-member of the Argentine Air Force; as LADE is run by that Air Force; and as Ferrari has a wife and 2 children it is to be expected that they will be brought in on a special flight.

1st February

Superintendent, Public Works

Colonial Secretary

cc D.C.A.

P.S. for appropriate file *cd S.H.*OLD CARPENTERS' WORKSHOP, P.W.D.: use by LADE as Temporary Office

The A.C.S. recently cleared with you orally that it would be feasible for the old Carpenters' shop, P.W.D. (recently used by the Rendel, Palmer & Tritton team) to be used as a temporary office by LADE when Vice-Comodoro Ferrari arrives here in March to establish his organisation.

2. The purpose of this memorandum is to inform you that the building in question has been offered to LADE and the offer has been accepted. The terms are that the arrangement is temporary (pending the finding by LADE, by way, probably, of rental, of permanent office accommodation in Stanley); rent-free, but with LADE meeting the cost of any alterations (e.g. partitioning), additions, furnishings, carpetings, etc. At the same time it is understood that currently installed fixtures would not be removed except at LADE's request.

3. Vice-Comodoro Ferrari, at my insistence, made two inspections of the building so that he and your staff would have some idea of the alterations and renovations which would be likely to be necessary. However, I specifically mentioned to Vice-Comodoro Ferrari that there was no implied promise to nor was it likely that any necessary repairs/renovations could or would be carried out by your organisation in view of your other heavy commitments at this time. This possibility is therefore still negotiable.

(J. A. Jones)
Colonial Secretary

JB

BRITISH EMBASSY

BUENOS AIRES

10 January 1972

4/20

G F Kinnear Esq OBE
Atlantic & Indian Ocean Department
Foreign & Commonwealth Office

CAPE PEMBROOKE AIRFIELD

1. Please refer to John Jones's letter 2408 of 9 December to Ray Whitney.

2. In his letter under reference Jones requests that the Embassy might obtain from the Argentines operational details for the F27 and HS 748 over the sector Port Stanley-Punta Arenas and Port Stanley-Montevideo. As Jones quite rightly points out this is a sensitive point insofar as these sectors would only be used if communications with the Argentine broke down (although Punta Arenas could be used as a bad weather alternative in exceptional circumstances). It is also clear that an Argentine civilian operator would not carry out a service in these conditions, as LADE, the airline for the Patagonian districts, is operated by the Air Force. We have not heard any suggestion that civilian Argentine airlines will carry out a service. Consequently, we would prefer if you can get in touch with the Civil Aviation division of the Department of Trade & Industry who will be able to obtain the appropriate information.

3. The Argentines are aware that in our planning provision has been made for a service which might be operated to Punta Arenas or Montevideo should a need arise - it was of course one of the considerations which Peate Marwick and Mitchell looked into. However at the moment we feel that it would perhaps be tactless to remind the Argentines of this point and for this reason the Air Attaché will not raise the question with his colleagues.

4. On para 3 of Jones's letter we have heard of no proposals for the Argentines to use aircraft other than the military version of the F27 or the "Guarani" for the air service between Port Stanley and the mainland.

5. I am copying this letter to John Jones so that he can inform Warren of Rendel, Palmer & Tritton, who is still in the Islands.

R D Lavers

ROUTINE

CONFIDENTIAL

151555Z

Addressed to FCO telno 130 of 15 April 1972

AIRFIELD PROJECT

1. I would be grateful if you would telegraph me a summary of the conclusions of the Rendel Palmer Tritton report when it is received.

184
-307

6.17/4
73 of 17 April

ROUTINE

CONFIDENTIAL 171150Z

Your telno 130: Rendell Palmer and Tritton report.

1. Report now received and copies have been despatched to reach you on 26 April. We hope to discuss some points requiring clarification with RPT soon and will telegraph summary afterwards.