

23rd November

71

Interim Amphibious Service

It is becoming of increasing urgency to know how southwards bookings on the regular Albatross service are to be handled. It has been agreed in principle that bookings will remain in government hands at each end. So far as the Islands are concerned this means that northward bookings will be handled by my office; but so far as southwards bookings are concerned the picture is quite unclear. I have today, for example, been informed that intending travellers from the Argentine have been in touch with the Falkland Islands Company about passages by this service. To avoid the situation becoming increasingly confused it will be useful if the Argentine Air Force can let us know through you what agency they envisage using as the single handler of southward bookings, bearing in mind that the government-to-government basis is the agreed one. Presumably, once that single agency is decided, all bookings, whether originating from the public, from government or from organisations, and whether channelled through the Crown Agents, or the F.I.C., or perhaps even other agents, will be filtered through it and it will keep in close touch with my office so that the filling of seats southwards and northwards can be properly co-ordinated.

2. You are receiving by this mail my projected bookings schedules for northwards flights for January to June (and additional requests for seats are being received by me) to enable arrangements to be made to mesh in with southward seat allocations.

(J. A. Jones)

R. W. Whitney, Esq., O.B.E.,  
British Embassy,  
Buenos Aires.

cc G. F. Kinnear, Esq., O.B.E.  
P.C.O.

JB

See 8775

23rd November

71

Interim Amphibious Service: Air Freight

The Officer-in-Charge of the RSRS/ESRO complex here recently mentioned to me the difficulties with which he will be faced in consigning the recorded tapes which his organisation makes when our transport communications are reorientated unless he is able to consign them regularly by the fortnightly Albatross service.

2. This matter is in fact of some importance to us since, if these tapes cannot be regularly consigned to Slough (for RSRS) and to Darmstadt (for ESRO) pressure, which already exists, for reduction and even for withdrawal of these organisations from Stanley may be increased.

3. Johnston, the Officer-in-Charge, whose daughter, as you know, hopes to take up a scholarship and study at St. Mary's School, Cumbre, estimates that he will need to consign tapes weighing 20 kilos each fortnight. Approximately  $\frac{1}{3}$  would be for Slough and  $\frac{2}{3}$  for Darmstadt. He would propose to consign them as air freight in fitted cartons which are normally of polystyrene foam but sometimes of cardboard. He would expect to pay normal air freight rates for this service.

4. It would be most useful if the agreement of the Argentine Air Force for carrying these consignments regularly could be obtained. I do not suggest that the argument about possible curtailment or cessation of the RSRS/ESRO here should be used in any discussion with the Argentines since it seems pretty obvious that if those organisations withdrew it would be to re-establish elsewhere and almost certainly in Argentina. activity  
h

5. I would be most grateful if you could manage to let me have an answer to this enquiry by the bag which the Albatross will no doubt bring on the 16th December.

(J. A. Jones)

R. W. Whitney, Esq., O.B.E.,  
British Embassy,  
Buenos Aires.

cc G. F. Kinnear, Esq., O.B.E.  
F.C.O.

File S/401/2/1

JB

*Re appropriate RSRS/ESRO file 23/11*

23rd November, 1971.

Dear Sir,

As you are no doubt aware a regular air service, using Argentine Albatross amphibians, commences in January. The flights will be at fortnightly intervals and the normal point of departure and return in Argentina will be Comodoro Rivadavia.

I should be grateful if you would provide me with details of flight insurance you are able to offer passengers using this service. This Government would also be interested in the possibility of providing block or bulk cover for Government staff travelling on duty, to an amount of say, £5,000, per individual.

I should add that these aircraft are military aircraft, but the flights to and from the Falkland Islands will not be undertaken as, or part of, military operations. I understand that insurance brokers are prepared to provide full insurance cover for flights in military aircraft, provided the aircraft is not on actual military operations.

Yours faithfully,

COLONIAL TREASURER

Copies to:- The Manager,  
Falkland Islands Company Limited,  
Stanley.

The Manager,  
Falkland and Speedwell Stores,  
Stanley.

JH

CSO

file copy

Reply at  
63a

FIG REF: 2408/A

23rd November 1971

Interim Amphibious Service

We are looking at the question of passenger flight insurance on the regular Albatross flights and would be grateful to know whether an armed service is obliged, when carrying civilian passengers on flights of a non-military character, to accept the responsibility imposed by the Convention of Guadalajara of up to \$6,000 per passenger for damages sustained in an accident.

(J. A. Jones)

R. W. Whitney, Esq., O.B.E.  
British Embassy,  
Buenos Aires.

cc G. F. Kinnear, Esq., O.B.E.  
F.O.D.

CT

To Hsta.

J 23/11

5A  
60

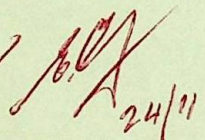
C.S.

I have noted your letter 2408/A of the 23rd November to Whitney in B.A. on the subject of the interim amphibian air service. Although I agree that we should try and help E.S.R.O. to get rid of its tapes I think the first priority must be first class airmail and there can be no reduction in this for second class air freight. In other words the maxim must be first class air mail and passengers and then, if there is any space left we can cope with E.S.R.O. and other bids.

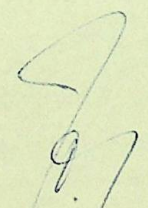


E.G.L.  
23.11.71

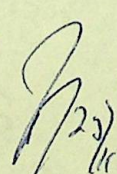
~~Y.M.~~



I entirely agree that the priorities must be as you state. As much as anything my efforts in this respect are directed towards the appearance of giving as much assistance as we can to RSRS/ESRO in a situation where we know that under its new ESRO management it is looking for arguments to reinforce the case for moving its activities from the Colony. In this context also, at the weekend, I offered Johnston some northwards passages on the interim amphibious service during the first three months of 1972 but he informed me yesterday that he has no requirement for them.



J.A.J.  
24.11.71

OK  
In reply in 2408 A  


24th November

71

Interim Amphibious Service

There is already some alteration to be made to the schedules sent to you under cover of my letter of the 22nd November. The alterations are as follows:

- (1) Flight No. I.3 North of 8/2/72  
Delete Mrs. Johnston and Miss C. Johnston
- (2) Flight No. I.4 North of 22/2/72  
Delete Mr. K. Edwards and Mr. G. M. Ferguson  
Insert Mrs. Johnston, Mrs. Ford and Miss C. Johnston
- (3) Flight No. I.5 North of 14/3/72  
Mr. K. Edwards stet  
Insert Dr. G. M. Ferguson

(J. A. Jones)

R. W. Whitney, Esq., O.B.E.  
British Embassy,  
Buenos Aires.

cc File 2408/A and sub-file on Flight Schedules

JB

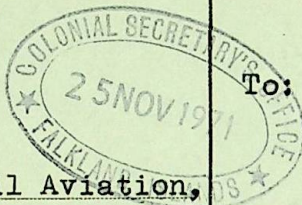
No. FIGAS/AF.

MEMORANDUM

62 ~~14~~

It is requested that, in any reference to this memorandum the above number and date should be quoted.

25th November, 1971.



To: Colonial Secretary,

PORT STANLEY.

From: Director of Civil Aviation,

Stanley, Falkland Islands.

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SUBJECT :- Intrim Amphibious Service.

Reference your memorandum 2408 0284 dated 22nd. November, I have been informed that F.I.C. have now submitted an account for the hire of 'Lively' during the month of August, because of this I have discussed the matter with the Colonial Treasurer and he advises that a new sub head - External Amphibian Service - be added to my vote and the necessary application for funds submitted, this I have now done.

A handwritten signature in dark ink, appearing to read 'J. Kerr'.

(J. KERR.)  
Director of Civil Aviation.

23rd November

71

Interim Amphibious Service: Air Freight

The Officer-in-Charge of the RSRS/ESRO complex here recently mentioned to me the difficulties with which he will be faced in consigning the recorded tapes which his organisation makes when our transport communications are reorientated unless he is able to consign them regularly by the fortnightly Albatross service.

2. This matter is in fact of some importance to us since, if these tapes cannot be regularly consigned to Slough (for RSRS) and to Darmstadt (for ESRO) pressure, which already exists, for reduction and even for withdrawal of these organisations from Stanley may be increased.

3. Johnston, the Officer-in-Charge, whose daughter, as you know, hopes to take up a scholarship and study at St. Mary's School, Cumbre, estimates that he will need to consign tapes weighing 20 kilos each fortnight. Approximately  $\frac{1}{2}$  would be for Slough and  $\frac{1}{2}$  for Darmstadt. He would propose to consign them as air freight in fitted cartons which are normally of polystyrene foam but sometimes of cardboard. He would expect to pay normal air freight rates for this service.

4. It would be most useful if the agreement of the Argentine Air Force for carrying these consignments regularly could be obtained. I do not suggest that the argument about possible curtailment or cessation of the RSRS/ESRO here should be used in any discussion with the Argentines since it seems pretty obvious that if these organisations withdrew it would be to re-establish elsewhere and almost certainly in Argentina. activity  
h

5. I would be most grateful if you could manage to let me have an answer to this enquiry by the bag which the Albatross will no doubt bring on the 16th December.

(J. A. Jones)

R. W. Whitney, Esq., O.B.E.,  
British Embassy,  
Buenos Aires.

cc G. F. Kinnear, Esq., O.B.E.  
F.C.O.

File S/401/2/1

JB

*File copy 12/11*

3  
63a

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley,*

25th November, 1971.

The Colonial Treasurer,  
The Secretariat,  
Stanley.

AS/B.

Dear Sir,

Thank you for your <sup>58</sup>letter 2408/B, dated 23rd November.

This will require special quotations and we have written to our Head Office in London asking them to cable these as soon as possible.

Yours faithfully,

*Secretariat.*

*ASL*  
Manager

*Please file as 2408/B*

*L.R.*

*29.11.71*

25th November

71

Interim Amphibious Service

With reference to other correspondence which you will receive by this bag about provisional bookings by the amphibious service I have just received an application from Mr. Gooch, the Colonial Manager of Alginat Industries Limited, for passage northwards for himself and his wife on the 8th February and southwards on the 22nd February. I shall be grateful if you will let me know, after you have consulted the Argentines, whether this return booking is acceptable from the point of view of the northwards flight of the 22nd February, upon which I will let Gooch know that a firm return booking has been made for him.

(J. A. Jones)

R. W. Whitney, Esq., O.B.E.  
British Embassy,  
Buenos Aires.

Copy for 2408/A

*file pl*  
DECODE.

TELEGRAM SENT.

From MINISTRY FOR OVERSEAS DEVELOPMENT to GOVERNOR

Despatched: 26.11.71 Time: 1714 Received: 27.11.71 Time:

Addressed Falklands Modex 86 repeated Buenos Aires. Your Modex 77 Adviser Broadcasting Services BBC Engineer booked on AES leaving Mar del Plata December. Please make booking Amphibian air service for return to Argentina early February. Grateful early reply so that arrangements can be finalised

MINISTRANT

PL: HT

64b

MEMORANDUM

No. 2408/A

30th November 1971

Colonial Secretary

Director of Civil Aviation

---

Subject: Albatross Flights

It is anticipated that there will be an Albatross flight on Thursday, the 16th of December, to lift out the Rendel, Palmer & Tritton Airfield Survey Team.

2. You should put in hand the usual directing and co-ordinating arrangements needed for these flights.

3. As soon as definite confirmation is received that the flight will take place on the date mentioned in paragraph 1 above I will inform you.

(J. A. Jones)  
Colonial Secretary

cc. Senior Medical Officer  
0 i/c Posts & Telecommunications (3)  
Harbourmaster/Customs Officer  
0 i/c Stanley Fire Brigade  
0 i/c British Antarctic Survey  
Immigration Officer

Cable Address:  
"CORRECTIME PORTSTANLEY"  
Direct International Telephone:  
STANLEY No. 12.

Bankers:  
BARCLAYS BANK LTD., DORSET.  
BANK OF AMERICA, TOKYO.

# FALKLAND & SPEEDWELL STORE

P.O. Box 199

PORT STANLEY — FALKLAND ISLANDS — SOUTH ATLANTIC

Children's & Babies' Wear,  
Footwear,  
Ladies' & Gentlemen's  
Clothing.

Importers of:

Watches, Clocks, Jewellery  
& Fancy Goods, Radio,  
Gramophone & Tape Recorder Products,  
Photographic Equipment.

Agents: Sun Insurance Office Ltd.

30th November 1971

Your ref 2408/B

*file please L.C.*

The Colonail Treasurer,  
Stanley.

Dear Sir,

Thank you for your letter of the 23rd inst, on  
the subject of flight insurance.

At the moment I am only authorized to cover  
Insurance for passengers baggage, but I see no reason  
why these Policies could not be extended to cover your  
requirements.

By the next air mail from the Colony, I will  
forward a copy of your letter to the Sun Insurance Office,  
and ask them to forward as soon as possible, details of  
the Insurance cover they could provide, and quotations  
of the premiums.

Yours faithfully,

*Pearson*  
Manager.

DECODE.

TELEGRAM SENT.

From ~~MINISTRY OF OVERSEAS DEVELOPMENT~~ to GOVERNOR  
HADOW BUENOS AIRES

Despatched:

Time:

Received: 1.12.71. Time 0930

PRIORITY

11230 FM BUENOS AIRES RR FALKLAND ISLANDS INFO FCO EN CLAIR  
FM BUENOS AIRES 303015Z UNCLASSIFIED

TO ROUTINE FALKLAND ISLANDS TELNO 112 OF 30 NOVEMBER. INFO  
FCO YOUR TELS 161 AND 163: RETURN OF AIRFIELD SURVEY TEAM

1. ALBATROSS FLIGHT CONFIRMED FOR 16 (REPEAT 16) DECEMBER.

*Def in force  
only by phone  
on 1.12. at 10.45*  
ALBATROSS WILL LEAVE COMODORO AT 0900 HRS Z (0600 HRS  
ARGENTINE TIME) ETA STANLEY 1300 HRS. Z. AAF WOULD LIKE TO  
TAKE OFF FROM STANLEY AT 1430 HRS Z.

2. WE HAVE MADE PROVISIONAL ONWARD BOOKINGS TO LONDON ON  
BRITISH CALEDONIAN FLIGHT LEAVING HERE ON MONDAY 20  
DECEMBER. WE ESTIMATE THAT THIS WOULD ALLOW SURVEY TEAM TO  
CONCLUDE THEIR BUSINESS IN BUENOS AIRES BEFORE DEPARTURE  
BUT WE CAN CHANGE ONWARD FLIGHT TIMING (FORWARD OR BACKWARD)  
EITHER FOR WHOLE TEAM OR INDIVIDUAL MEMBERS OF IT AS  
REQUIRED.

3. GRATEFUL FOR ANY SPECIAL INSTRUCTIONS REGARDING MAIL  
TO BE CARRIED ON INWARD OR OUTWARD ALBATROSS FLIGHT.

4. WAINWRIGHT, CO-AUTHOR OF 1969 AIRFIELD STUDY AND  
PEACOCK OF OPERATION SERVICES OVERSEAS (CIVIL AVIATION, DTI)  
WILL BE IN BUENOS AIRES 18 - 20 DECEMBER, IT MAY BE  
USEFUL TO ARRANGE A MEETING WITH SURVEY TEAM.

HADOW

BA

DRAFT

63/66

POST OFFICE NOTICE

An overseas air mail will be dispatched by the Albatross aircraft which is ~~expected~~ to lift out the Rendel, Palmer & Tritton team from Stanley on Thursday, the 16th of December.

2. Because of the necessity to keep weight to a minimum air parcels cannot be accepted. If necessary second class mail will be withheld giving priority to first-class mail, i.e. correspondence.

3. The closing times for posting are:

Money Orders	10 a.m., Wednesday, 15th December
Registered air mail	Noon, Wednesday, 15th December
Ordinary air mail	9 a.m. Thursday, 16th December

Post Office,

December, 1971

5/12 What's the position regarding implementation of the instruction copy of which is at p.52?

P/12

1st December

71

67

Director of Civil Aviation

Colonial Secretary

copy to P.S. to H.E.

Albatross Flights

The rough average charge made by the F.I.C. hitherto for the hire of "Lively" as a fire tender for the one-off Albatross flights has been in the range of £15-20.

2. With Albatross flights beginning at regular frequencies of twice a month with effect from January next we can expect to need financial provision to meet costs of approximately £40 a month for the hire of "Lively" on two occasions each month. Thus for the last six months of the current financial year an approximate amount of £240 will be needed for this purpose.

3. You should submit, as early as possible, to the Treasury a request for a Special Warrant in an amount of £250 in connection with the creation of a new sub-head\* of your Head of the Estimates, quoting this memorandum as the authority in support of your application.

(J. A. Jones)  
Colonial Secretary

\* = entitled "Amphibious Air Service : tender & harbour facilities"

JB

Reply at 69

S/L

Have the footnotes which I have inserted in the original inserted also in copies.

Done

1.12.71.

11/12

68  
DECODE.

TELEGRAM SENT.

From MINISTRY FOR OVERSEAS DEVELOPMENT to GOVERNOR

Despatched: 1.12.71 Time: 1102 Received: 1.12.71 Time:

Modev 87

Herewith text Buenos Aires Modev 127 November 30th repeated as requested begins:-

Your Modev 86 Falkland BBC Engineer MFA say that from their point of view they would foresee no difficulty in providing seat on Amphibian Flight returning to Argentina early February. ODA pass Falklands. HADOW. Ends.

MINISTRANT

PL: HT

No. FIGAS/AF.

MEMORANDUM

It is requested that, in any reference to this memorandum the above number and date should be quoted.



6th. December, 1971.

To: Colonial Secretary,

PORT STANLEY.

From: Director of Civil Aviation,

Stanley, Falkland Islands.

SUBJECT :-

Albatross Flights.

67  
I refer to your 2408/A dater 1st December, 1971 and have to advise you that an A.I.S.E. to cover cost of launches, interpreter and other minor services in connection the amphibian service was submitted on 25th November, this was ammended to read £250 and I have today received the Special Warrant.

A handwritten signature in dark ink, appearing to read "J. Kerr".

(J. KERR.)

Director of Civil Aviation.

# DARWIN SHIPPING LIMITED

Directors: ~~XXXXXXXXXXXX~~ H.M. Milne. A. Sloggie.

Telegrams: "Fleetwing Port Stanley"

STANLEY,  
FALKLAND ISLANDS.

3rd December, 1971.

The Colonial Secretary,  
The Secretariat,  
Stanley.

Dear Sir,

MR. & MRS. H.M. MILNE.  
MR. F.J. REIVE.  
MR. & MRS. T.S. CLIFTON & DAUGHTER  
AGE 7.  
MR. & MRS. J. ROBERTSON & DAUGHTER  
AGE 7.  
MR. & MRS. J.R.S. FELTON.  
MRS. R. AMADIO.  
MR. & MRS. W. CRAWFORD & DAUGHTER  
AGE 6.  
MR. & MRS. W.D. MORRISON & SON AGE 2.  
MR. & MRS. L. WHITNEY,  
MR. L. DEARLING.

---

X // We would be grateful if the above-named could be provisionally booked by air from Argentina to the Falkland Islands between 1st September and 22nd October, 1972. Mr. & Mrs. Milne and Mr. Reive require a flight in September, the remainder one in late September or October.

Yours faithfully,

*L. Barnes*

for Darwin Shipping Ltd.

BOB/us.

*SK* T&R in Albatross flights for. Attach Sub/76 containing In/line booking schedule when submitting. *JF+1/12*

JAMES LOVEGROVE WALDRON.  
LIMITED.

Telegraphic Address:  
HOWARD, FOXBAY, FALKLANDS.  
BENTLEY'S CODE USED.

71  
Port Howard.  
West Falkland Islands.

December 5th. 19 71.

The Colonial Secretary,  
Stanley.



Dear Sir,

Flights by Amphibian Aircraft.

We understand requests for flights to Argentina have to be made through you.

Would you therefore please book flights for Mr. & Mrs. D.M. Pole-Evans for the latter half of May 1972, and to return in the first half of October 1972.

Do you only arrange the flights to and from Comodoro Rivadavia? If so, we would presumably have to make further bookings through Darwin Shipping Ltd.

Mr. & Mrs. Pole-Evans are booked at present to travel by "A.E.S." voyage 58, departing Stanley 19th. April 1972. This date is too early for the writer to leave as the seasons main work would not be completed. The next sailing of this vessel in July is so late that it would not warrant the writer taking leave during the winter of 1972.

Yours faithfully,

JAMES LOVEGROVE WALDRON LTD.

M. Pole-Evans..... FALKLAND MANAGER.

c.c. Darwin Shipping Ltd.,

4

6th December

71

I must apologise for taking some time to answer your last two letters, in particular the first of them which seems to have gone astray. I believe that was the letter in which you enquired about the possibility of passages by the amphibious aircraft in May. As things stand at present there is little likelihood of three passages being available on the same flight during that month. The amphibious service is, as I think you realise, pretty marginal and very much stop-gap; indeed, I think that our problem will not be satisfactorily solved at least until we have an interim land-plane service with a capacity of some ten or twelve seats. In these circumstances you would, I think, be well advised to make bookings on the "A.E.S."

I have noted the contents of your letter of the 25th November which, as you ask, I will treat as personal. I should say the chances are that it will work out satisfactorily.

(J. A. Jones)

Mrs. Robertson,  
Fox Bay West

JB

10th December

71

Interim Amphibious Air Service

I have received a request through Darwin Shipping Ltd. Stanley, for us to book the two children of Brook Hardecastle, the Falkland Island Co. Camp Manager at Darwin, as follows:

Comodoro - Stanley	12th July 1972
Stanley - Comodoro	13th September

I have made a provisional booking for the northward flight from Stanley and would be grateful for your early confirmation that bookings on the southward flight on the 12th July are acceptable to the Argentines.

(J. A. Jones)

R. W. Whitney, Esq., O.B.E.  
British Embassy,  
Buenos Aires.

JB

10th December

71

Dear Sir,

MISS JANET HARDCASTLE  
MASTER GAVIN HARDCASTLE

With reference to your letter of the 6th December a provisional booking for Miss and Master Hardcastle by the amphibious air service to Comodoro Rivadavia on the 13th September, the nearest flight date to the 7th September, is being made.

You will be advised in due course about the booking from Comodoro to Stanley requested for them on 11th July.

Yours faithfully,

(J. A. Jones)  
Colonial Secretary

Darwin Shipping Ltd.,  
Stanley.

cc File 2408/A

Miss Jackson General Office  
for information

JB

9th December

71

R. W. Whitney, Esq., O.B.E.,  
British Embassy,  
Buenos Aires.

Interim Amphibious Air Service

With reference to my <sup>52</sup>letter of the 22nd November you will have noted that southward passages by the interim amphibious air service are required for the following Falkland Islands Government officials:

(1) <u>August</u>	Mr. F. T. Lellman	Education Dept.
(2) <u>September</u>	Mr. J. Jacobson	Public Works Dept.
	Mr. & Mrs. H. Bennett	Registrar, Supreme Court
	Mr. & Mrs. S. A. Booth	Education Dept.
	Mr. & Mrs. T. Petterson	
	& 2 children, aged 11 and 8	Printing Dept.
	Mr. & Mrs. D. Evans & 2 children aged 3 and 6	Education Dept.
(3) <u>October</u>	Mr. V.E. Fuhlendorff	Posts & Telecommunication
	Mr. & Mrs. K.T. Mills	
	& son aged 13	ditto
	Mr. & Mrs. J. S. Smith	Treasury Dept.
	Mr. & Mrs. R. T. Clarke & 3 children aged 3, 13, 14	Public Works Dept
	Mr. J. Bound	Supt. Posts & Telecommunications

Effectively, leaving the August passage for Lellman, out of consideration this means that these inward passages will take up all the southward bookings for the flights of September 13th and 20th and October 11th and 25th and I am informing any other clients here that no inward passages will be available by these flights. It may well be that there is a spill-over into November, but for planning purposes I consider it advisable to adopt the view that all seats in these two months are taken.

(J. A. Jones)

cc

C. F. Kinnear, Esq., O.B.E.,  
Foreign & Commonwealth Office.

This is sent to you in duplicate to enable you to pass a copy to the Crown Agents.

J.A.J.

10th December

71

Officer Commanding

Colonial Secretary

Royal Marines

Marine K. Baillie and Mrs. Baillie

Careful consideration has been given to the request made in your memorandum no. RM/FAIK/5 of the 3rd December. The case cannot strictly be regarded as coming within the classification of one of medical priority and you should therefore plan on the basis of evacuation on the "A.E.S." ex-Stanley in mid-January 1972. Failing that you may wish to pursue the "Bransfield" alternative. It is regretted that I can offer no more than a marginal possibility of an amphibious air passage for Marine Baillie and Mrs. Baillie on the 12th January. This is a remote chance and unlikely to be available except in emergency.

(J. A. Jones)  
Colonial Secretary

JB

cc File 2408/A

Miss Jackson. General Office for information

Albatross Flights: Personal Insurance

I would be grateful if you would ascertain from local representatives of Insurance Companies rates for air travel insurance for those who will be travelling by the amphibious service with effect from January next. At the same time I suggest you explore with the representatives the possibility of bulk cover for government staff up to, say, the sum of £5,000 per individual.

2. I understand that insurance brokers will cover flights on military planes in the normal manner provided that they are not on actual military operations.

J.A.J.  
22.11.71

C.T.

Will do this. Can you, or are you able to, say what responsibility, if any, the carriers are required to accept, i.e. the £6000 per passenger for damages sustained under the Convention of Guadalajara. When the time comes I think we need to make the position regarding automatic coverage (even if it is a negative) very clear.

L.L.

22.11.71

C.T.

I cannot be categorical but would expect that the curriers, being an armed force, will not carry any insurance & would not be obliged to under the Convention. I will make an enquiry of the embassy, replying it to F.C.O. It may take some time to receive an answer.

23/11

C.S.

Cop of my letter to F.C. &  
Fulke and Stone is in file 2408/B.

L.C.

25.11.71

C.T. N.Ped. I have also sent an enquiry about the position under the Convention to the B.A. embassy.

26/11

Albatross Flights: Supporting Finance

You mentioned a day or two ago on the telephone the desirability for any supporting finance connected with the start of the interim amphibious service to be looked at early. As I said to you, I have so far been handling this aspect almost entirely single-handed and it will be useful to have some assistance over it.

2. The situation is that:

- (1) DCA has been instructed to submit a request for a SW to cover the cost of employing Miss Booth of the BAS as interpreter/R/T operator;
- (2) DCA has also been instructed to submit a SW for an increase in his incidentals sub-head to take care of meals which crews delayed by the weather may be obliged to take at the Upland Goose, overnight accommodation for the same reason, etc.;
- (3) I have minuted you separately over the question of passenger flight insurance by the interim amphibious service.
- (4) Some months ago the Harbourmaster negotiated with Sollis about terms for the use of Sollis's launch in connection with these flights. Sollis has most generously agreed to provide the use of the launch free and has further agreed that if he is not available to cox it he is agreeable to Campbell of the Air Service doing so.
- (5) The Argentines have asked for the Zodiac rubber dinghy to be available for use for ferrying passengers and crew in case of bad weather. Mr. Strange has agreed to make the Zodiac available but the terms on which he will do so have yet to be established. Perhaps you will take that aspect of the matter up with him.

3. Your enquiry in fact arose as a result of receiving accounts from the FIC for the use of "Lively" as a fire float in connection with Albatross flights. As I understood it the situation was that all supporting assistance during the on/off flights period was being contributed by people and organisations free. So far as I know this was nowhere specifically stated. It is possible that O i/c BAS as O i/c Fire Brigade may have more certain knowledge than I have of the precise position but I believe it is his impression also that, during this year when flights are quite irregular, organisations supporting flights were not expecting to be reimbursed for any costs that might be involved. That this was the general impression, is, I think, strengthened by the fact that one of the people lifted out on one of these flights was Mr. P. Johnson, an employee of the FIC, for whom the FIC particularly sought this facility; while on the most recent flight passage to Argentina was provided for Mr. E. Owens, West Store Manager. Of course, arrangements for the regular use of a vessel as a fire float when the interim service begins with regularity will be essential and Mr. Clapp, under his Fire Brigade hat, is about to write to me on this subject. I do not yet know what he is going to propose. In the meanwhile, some months ago, Campbell endeavoured, unsuccessfully, to work out some method of providing and carrying fire-fighting equipment for these flights without having to have recourse to the FIC launches. While one can envisage that "Lively" is likely to always be available, on hire, for regular flights, there must be the chance that she would not be available when required and it is therefore important for us to see whether other arrangements can be made.

4. I do not suppose that we have covered every requirement as yet and any ideas you may have as to other items in connection with these flights for which finance will be needed will be welcome.

J.A.J.  
25.11.71

L.A.

1. D.C.A. has submitted an application for additional funds to cover the cost of, among other things,

- a) interpreter
- b) meals and accommodation ashore,
- c) fire tender
- d) modification to buoys

All are contained in a new item under Head IV, Aviation, 'External Amphibious Air Service' £250 which should clearly show what expenditure falls upon this Government for the service. This is better than supplementing, say, incidental expenses.

2. Some weeks may elapse before either F.I.C. or Falkland Islands can give replies re insurance. No additional provision is required: insurance cover for Govt officials travelling on duty is a fair charge to passengers.

3. I have talked to Mr. Stange. He confirms that the Zodiac will be available provided the owner (Lindblad) does not take it away. He will make every effort to see that it is in Stanley at times of albatross flights, but there is always a possibility (remote he thinks) that he may have it away from Stanley at the time of a flight.

3. Mr. Strang does not want to raise charge for its use and thinks that some reciprocal gesture by Govt. e.g. raising no charge for carrying his stores on his recent abortive expedition to Beaulieu Is, might be a suitable arrangement.
4. He hopes Government will replace petrol consumed and take whatever steps are necessary to relieve him of responsibility for loss or damage to persons and property, caused by the craft. He would also expect the cost of any repair to the craft (for damage sustained in ferrying to and from the albatross) to be borne by Govt. This is unlikely, but as fabric costs £11 per square foot it could be important.
5. I found Mr. Strang most anxious to cooperate provided he is covered against loss or damage.
6. Regarding the charges raised by F.I.C. for use of the "Lively" Mr. Blass is unable to state categorically that there was any undertaking by F.I.C. to provide the craft free of charge: but he has a faint recollection that this may have been the understanding for the first flight only.

L.G.

7. 12.71

s/c

*Requid in 1564*

copy to file D 2408/A

81

We have advised Government staff of 1972 leave passage arrangements by the interim Albatross service. In another file (Albatross Flights file) I instructed you in a few weeks ago to consult Mr. B. Barnes of Darwin Shipping Ltd. to establish a working relationship to ensure that hotel bookings in Comodoro and Buenos Aires and onward air or sea bookings were made in the normal manner by D.S. Ltd. for F.I.G. staff. I assume that you are pursuing this matter as it has become one of increasing urgency.

J.A.J.  
13.12.71

82

13th December 1971.

I have received an application from Ian Strange, whom you know, for a southward air passage from Comodoro Rivadavia to Stanley for himself or his wife on the 8th of February, and shall be grateful if you will let me know, after consultation with the appropriate Argentine authorities, whether I can confirm the booking to Strange.

(J. A. Jones)  
COLONIAL SECRETARY

R. W. Whitney, C.B.E.,  
British Embassy,  
BUENOS AIRES.

INT.

Copy for 2408/A.

13th December

71

Dear Sir,

Passage on "Albatross" Flight

I regret that as I do not myself control the inward passage bookings on the "Albatross" flights I cannot give any indication of the likely availability of the passage you request for the 8th of February. Nor is there any possibility of my being in a position to do so before the 16th December. I will, of course, inform you as soon as I am in a position to confirm a booking.

Yours faithfully,

*J. H. Vans*~~(R. Browning)~~for COLONIAL SECRETARY

Mr. I. J. Strange,  
STANLEY.

HRT.

15th December

71

54

Superintendent of Education

cc File 2408/A

Miss Jackson (for information)

Albatross Flights: Schoolchildren in Argentina

We had better concert on paper what we see as the movements of schoolchildren to Argentina in February/March next year.

2. Scholarship holders selected in our competitive examination are provisionally booked to travel on Flight No. I 4 (north) on 22.2.72 (Jacqueline Ford and Carol Johnston). It is noted that in each case the mother wishes to accompany the child but I have told you on several occasions, and have personally told Mr. G. M. Johnston, that there can be absolutely no guarantee at all about this and that the British Council staff in Buenos Aires can cope perfectly well with meeting, outfitting, convoying, etc. (I am obtaining confirmation that this will present no difficulty). You should re-emphasise this to the parents.

3. All other schoolchildren who are to be in Argentina, whether scholarship winners or not, will go to Montevideo on the "Darwin" in February. Depending on the time available I suggest they either transfer to B.A. by the river-boat service (which will enable them to take a trunk with them) or, if time is literally at a premium, by air.

4. A remote possibility is that an Argentine ship might call and might be able to lift schoolchildren to B.A.: but this possibility is so remote as to be discounted by us for planning purposes.

(J. A. Jones)  
Colonial Secretary

JB

2408/C

Copy

2408/A

85-

10th December

71

Dear Sir,

With reference to your letter of the 7th of December, your request for a flight has been noted. It is regretted, however that all the flights in May are provisionally fully booked, therefore all this office can do is to wait-list your request. The flight of the 12th of July seems to be the earliest real possibility.

2. Onward passages from Commodoro Rivadavia should be booked through Darwin Shipping Limited as this office only deals with the flights from Stanley to Commodoro.

Yours faithfully,

(J.A. Jones)  
Colonial Secretary

Mr. D.M. Pole-Evans, J.P.,  
Port Howard.

D.C.A. via

H/M. Albatross flight of 16.12.71

How are arrangements for the Albatross flight of 16.12.71 getting on?

2 Harbour Dept. will be checking the various buoys?

3 Any progress yet in modifying the other buoys?

4 I see you have a boat moved between the Fig jetty & the nearest Albatross buoy.

P.T.O.

M/B/12

C.S.

Arrangements for the flight on  
16.12.71. are all in hand.

2. Confirm buoys will be checked  
prior to flight.
3. In hand but no material progress  
at present.
4. The boat in question was only  
visible yesterday because of the  
easterly wind. It is moored in  
its usual place.

H.M.

D.C.A.

14.12.71.

26

File in Abakus Flight the 11/12

Copy for Col Sec.

185

CONFIDENTIAL

No. 432 of 13 December 1971

ROUTINE

131400Z

TO BUENOSAIRES FROM FCO

REPEATED TO GOVERNOR FALKLANDS.

Jones' letter 2408/A of November 23 to Whitney. ESRO Tapes.

ESRO Council is concerned about transport of tapes from Falklands. They have asked for definite confirmation that tapes will be carried by amphibian services and that there will be two services monthly from January onwards.

2. Grateful for confirmation also for approx. dates for services if these are yet known.

CONFIDENTIAL

LJC : Cypher

SK I in 2408/A & R. When the memo  
to DCA attached to that file for typing has  
been issued.

2/14/71  
2

16th December, 1971

Interim Amphibious Air Service

The following further changes/additions have been made to the provisional booking schedules for the interim amphibious air service which I recently forwarded to you:

Flight I.1 - 12.1.72

Add to the bookings: Mr. H. J. Warren ) Rendel, Palmer  
Mr. J. Boustead ) & Tritton

Flight I.10 - 23.5.72

Insert: Mrs. H. G. Lewis  
Transfer to Flight  
I.11: Mr. and Mrs. S. A. Booth

Flight I.11 - 14.6.71

Delete: Mr. T. and Miss S. Reive  
Substitute: Mr. and Mrs. S. A. Booth

J. A. Jones  
Colonial Secretary

R. W. Whitney, Esq., O.B.E.,  
British Embassy,  
Buenos Aires.

Miss Larkin

R. Sp.

17  
1/2

187



BRITISH EMBASSY

BUENOS AIRES

*7/14 1/2*

14 December 1971

J A Stanley Esq OBE  
PORT STANLEY

*Dear John,*

THE ALBATROSS SERVICE

Please refer to your letter 2408/A of 25 November to Ray Whitney. I spoke to Col Balcarce in the MFA about making bookings for Gooch. Balcarce did not anticipate any difficulties on this score but was unable to give me final confirmation. I think however that you can take it that there will be no objections.

*Yours ever,*

*Richard.*

R D Lavers

*Dear Jackson.*

*No sp, & you will let Gooch know that air bookings look all right but if he wishes to go by "RHS" he will make*

certain of going with. We cannot  
absolutely guarantee it.

J  
P21/12

1514 - DCA's minute on 182

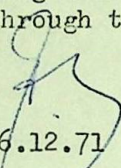
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File Note

With the interim amphibious service due to start in January I made a further check with the pilot of the Albatross which came in today (the same pilot who, on the last inward flight, informed me that the interim service would begin in January at the frequency of two flights a month, flights taking place on the second and fourth Tuesdays or Wednesdays monthly) to ensure that there have been no last minute changes in arrangements.. The pilot confirmed that the projected arrangement for the interim service remains unchanged and that they anticipate making the first regular flight on the 11th or 12th of January.

2. The pilot also informed me that he had been told that there is to be a third, special flight in January. He does not know its purpose. I assume that it is likely to be in connection with lifting out the Ambassador.

3. Confirmation of all these arrangements and of the special flight in January will, the pilot informs me, be conveyed to us through the Embassy in due course.

  
16.12.71

cc: 2408/C, P/S to H.E.



*With the compliments of*  
ATLANTIC AND INDIAN OCEAN  
DEPARTMENT

*Edmund*  
*26/11/71*

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



Foreign and Commonwealth Office  
London SW1

Telephone 01-

86A

*He fly. J. 1/4*

R W Whitney Esq OBE  
British Embassy  
BUENOS AIRES

*J. 1/4*

Your reference

Our reference  
HGF 21/2  
Date

26 November 1971

*Dear Ray*

FALKLAND ISLANDS : AMPHIBIAN AIR SERVICE

1 Please refer to John Jones' letter No 1564/XIIX of 25 October to you about passenger movements to the Falkland Islands in 1972 and your reply of 15 November.

2 It appears that, owing to inadequate facilities in the amphibian aircraft, some female passengers may prefer to travel to the Falklands by ship and I have mentioned this to the Crown Agents as suggested by Jones.

3 In regard to booking of passenger flights in the amphibian aircraft from January onwards, you said in your telegram 547 of 30 October that bookings will be made two weeks in advance and controlled by the Special Committee. I assume from this that requests for passages for people travelling from UK to the Falklands should be made to you. I should be glad if you would confirm by telegram that we should telegraph to you details of passage requirements as and when these are received. It would of course be preferable if travel agents could be appointed in Buenos Aires and Comodoro Rivadavia to handle bookings and administrative arrangements for passengers and I see that you have recommended City Service to Jones as suitable agents for this work.

4 Miss Orpe, the Conference Officer for the Third Round of Talks in Stanley, who will have to arrive in Stanley by the middle of February will have to fly in the amphibian. Please make a reservation for her and also for Mr Shaw, the Cypher Officer who should arrive in the Falklands at the beginning of March.

5 Finally, the Science Research Council have been enquiring about passages to the Falklands for the staff of the ESRO Telemetry station and I enclose copy of a letter to them from Science and Technology Department promising more definite information when it is available. I should be grateful for details of dates for the amphibian flights when these have been decided.

*D = If they come in they may have got out again.*

*Yours ever*

*George Kinnear*

(G F Kinnear)

Copy to I.B. Jones Esq OBE.

MR KINNENAR (A)

868



Foreign and Commonwealth Office  
London SW1

Telephone 01- 930 2323 Ext.1722

A J Stevens Esq  
Science Research Council  
State House  
High Holborn  
LONDON W.C.1.

Your reference

Our reference

Date

22 November 1971

FALKLAND ISLANDS COMMUNICATIONS

1. You wrote on 17 November to Malcolm Dougal, now on a commercial course, about communications between the Falkland Islands and the mainland and the importance this had for the operational requirements of ESRO Telemetry Station.
2. Our latest information is that it is proposed to institute a regular service in January 1972 on the basis of two flights a month. Bookings would be made two weeks in advance and controlled by the special committee in Buenos Aires (composed of representatives of our Embassy there and of the Argentine Government) and Stanley.
3. The best way to proceed might be to let Kaltenecker know, promise to let him have more definite information nearer the time, and suggest that - if this ploy comes off - when ESRO have passengers for the Falkland Islands, they might let us know 3-4 weeks in advance so that we could ask our Embassy in Buenos Aires to put in a bid for a passage to the special committee.

M Gowlland  
Science and Technology  
Department

Copied to:

Mr Kinnear  
(AIOD)



BRITISH EMBASSY

BUENOS AIRES

14 December 1971

*J 14/12*

J A Jones Esq OBE  
PORT STANLEY

*Dear John,*

ALBATROSS SERVICE: AIRFREIGHT

*57  
58*

1. Please refer to FCO Tel No 432 to Buenos Aires and to your letter 2408/A of 23 November to Ray Whitney, on whose behalf I am replying. I spoke to Col Balcarce in the MFA on this question and he assured me that so far as he could see there would be no problem whatsoever with transporting the tapes from ESRO each fortnight. Should there be any other points on this question we will get in touch with you again.
2. Col Balcarce was not able to tell me the dates on which the Albatross services will operate but it is still assumed that this will be the first and fourth Tuesday of each month.

*Yours ever,*

*Richard.*

R D Lavers

*Reply at 117*

*% For filing in 2408 A J 14/12*

20th December

71

Dear Sir,

With reference to your letter of the 3<sup>rd</sup> December it is regretted that all that can be done is to waitlist the persons named. This is being done.

Yours faithfully,

(J. A. Jones)  
Colonial Secretary

B. O. Barnes, Esq.,  
Darwin Shipping Ltd.,  
Stanley.

JB

20th December

71

Interim Amphibious Air Service

My recent letters to you about bookings for the interim amphibious air service have largely referred to the difficulties we are going to face in correlating inward and outward passages. In my letter of the 9th of December I informed you of the need for pre-emption by the Falkland Islands Government of the bulk, if not all of the inward passages in September and October (assuming that by then there is no temporary land-plane service in operation).

70 2. In previous correspondence I have mentioned to you that the F.I.C. is giving its employees and clients priority for passages by sea and you also mentioned this in previous correspondence. As I have made it clear, those circumstances obliged me to take a similar attitude regarding priorities for Falkland Islands Government staff, whether Islands or expatriate, so far as the amphibious air service is concerned. I have now received a letter from Darwin Shipping Ltd., which as you know is a local subsidiary of the F.I.C., asking for air passages from Comodoro to Stanley for a total, including wives and children, of 21 members of their staff, or clients, in September and October. I have informed Darwin Shipping Ltd. that all that can be done is to waitlist these people. They are:

Mr. & Mrs. H. M. Milne  
Mr. F. J. Reive  
Mr. & Mrs. T. S. Clifton & daughter aged 7  
Mr. & Mrs. J. Robertson & daughter aged 7  
Mr. & Mrs. J. R. S. Felton  
Mrs. R. Amadio  
Mr. & Mrs. W. Crawford & daughter aged 6  
Mr. & Mrs. W. D. Morrison & son aged 2  
Mr. & Mrs. L. Whitney  
Mr. L. Darling

One must hope that before September arrives the temporary airfield will have been commissioned and, with the Guarani with 10/12 seat capacity in service, the problem will not be of such magnitude as it is with the interim amphibian service. In the meanwhile I am not proposing to hold out any better hope to Darwin Shipping Ltd. for their staff and clients than the waitlisting for September and October southward passages of which I have already informed them.

J. A. Jones

R. W. Whitney, Esq., O.B.E.,  
British Embassy,  
BUENOS AIRES.

JB

copy for C/S 89

# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

## SENT

Number	Office of Origin	Words	Handed in at	Date
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To

REAPRIORITE PRODEME LONDONSW1

A/c H.O.

No. 172 of 20 December 1971

PLEASE PASS RHENOSAIRES AS MY TELNO 172 OF 20 DECEMBER REPEATED FCO . INTERIM  
AMBULOUS SERVICE . WHITNEY'S LETTER 4/5 OF 14 DECEMBER TO JONES COPIED TO  
KINSHAW . WE AGREE THAT FINAL CONTROL OF PASSAGES MUST REMAIN IN GOVERNMENT  
HANDS AND IN THE MEANTIME AT THIS END EVEN THE DETAILED WORK OF BOOKING  
PASSAGES IS BEING DONE IN THE SECRETARIAT . 2 IN ORDER THAT WE HAVE SOME  
IDEA OF FUTURE REQUIREMENTS FOR NORTHWARD FLIGHTS IT WOULD BE HELPFUL IF  
YOU WOULD INFORM JONES OF PROJECTED INWARD MOVEMENT EARLIEST . IN VIEW OF NEED  
TO PROVIDE MARGIN FOR MEDICAL EVACUATION , AIR MAIL AND ALSO TAPED SPACE  
AVAILABLE FOR ORDINARY PASSENGER TRAFFIC IS GOING TO BE VERY TIGHT PROBABLY  
NOT MORE THAN FOUR OR FIVE PER FLIGHT . 3 PLEASE PASS RHENOSAIRES . LEWIS

Time



Stanley,  
Falkland Islands.

20th December, 1971.

The Colonial Secretary,  
STANLEY.

Dear Sir,

The subject is Fire Fighting in relation to Albatross flights and regular Land Plane arrival/departures at the Temporary Airstrip.

Albatross Flights: The basic requirements are:

- (A) Suction/Delivery Pump.
- (B) Foam branch pipe and foam liquid.
- (C) Scramble net.
- (D) First Aid kit.
- (E) Vessel to carry above.
- (F) Crew of two men of sound common sense and sufficiently versed in the laying of foam.

For the one-off flights of the Albatross we have been in the habit of using the F.I.C. tug and the portable Fire Brigade pump. For the regular Albatross flights this arrangement may not prove practical in that the F.I.C. tug is (1) expensive (2) possibly not available at the time required for arrival/departure of aircraft.

I have searched around and viewed most of the smaller pumps available but unfortunately I do not consider these are reliable enough or strong enough to deliver what is required. I do not consider any Government vessel, apart from the "Forest", large enough to conveniently handle the Fire Brigade portable pump. It looks therefore as though the existing facilities will have to stand as far as is possible.

As regards to crew I suggest that Mr. Pat McPhee, who is the Deputy Fire Superintendent, plus one other from P.W.D. staff, be made available for all regular Albatross flights as a matter of routine. Although I have personally managed to attend all flights so far, it may not be so convenient in the future and indeed I leave the Colony in April for Overseas Leave.

Land Plane at Temporary Airstrip: It is assumed that flights in and out of this Temporary Airstrip will be on a regular basis of, say, once a week. If this proves so, then I see no great problem.

The existing Firefly Foam Tender is adequate for any medium size plane accident and is thoroughly mobile. I suggest therefore that a team of four from Government staff be trained in the basics and be made available for each arrival/departure. The team of four would I suggest, be Mr. P. McPhee plus three (driver, 2 crew men). I can give whatever basic training is necessary.

I suggest all is necessary is that an hour before the scheduled arrival of the aircraft, the crew collect the Firefly Foam tender, drive down to the Airstrip, remain in attendance until flight departure completed, then return tender to Central Fire Station.

Yours faithfully,

E.C.J. Clapp,  
SUPERINTENDENT  
FIRE BRIGADE

30th December, 1971

Interim Amphibious Air Service: Bookings

With reference to your letter of the 21st December the following arrangements can be made in response to your request:

- (1) Mr. & Mrs. R. G. Mills are wait-listed for a preliminary booking. As things stand at present I think it unlikely that a booking will be available in that month.
- (2) Mr. E. Seal. As for Mr. & Mrs. Mills above
- (3) Mr. & Mrs. J. Woodruffe are being listed for a provisional booking in September 1972. As regards the southwards booking for a family of 3 and one single man I am consulting Buenos Aires and will write to you again about it in due course.
- (4) Mr. & Mrs. G. M. Johnston. There is already a wait-list of 21 passengers for southwards passages in September and October, probably with considerable overflow into November. Wait-listing is all that is possible.
- (5) Mr. & Mrs. J. Smith and child. Provisional bookings for northward passages in November are being made.

2. As regards the passages for Mr. C. Clarke and an ESRO representative it would be advisable for the inward booking to be by the amphibious service on the 11th of April with return by the R.S.R. "John Biscoe". There are no seats available on the northward flight by the amphibious service on the 25th of April.

3./ ...

Mr. G. M. Johnson,  
Officer-in-Charge;  
R.S.R.S./E.S.R.O.

3. No difficulty is foreseen regarding bookings for the E.S.R.O. calibration engineer towards the end of next year and provisional southward booking will be made for him early in December. Buenos Aires will be consulted about his southward booking.

J. A. Jones  
Colonial Secretary

Miss A. Jackson.

722/12  
RADIO AND SPACE RESEARCH STATION

Stanley, FALKLAND ISLANDS, South Atlantic.

Telegrams: Radsearch, Port Stanley, Falkland Islands.

Telephone: 400



Your Reference

Our Reference

Date: 21st December, 1971

The Colonial Secretary,  
Secretariat,  
Stanley.

Dear John,

The following list shows the staff we wish to move to and from Stanley by air during 1972. It would be appreciated if the necessary reservations are made, and I would be pleased to know the dates of passages you can offer as soon as these become apparant.

- No. 722/12. April 1972 Mr & Mrs R.G. Mills northwards, preferably late in the month.
- No. 722/12. June 1972 Mr K. Seal, northwards.
- Per. Principal. September 1972 Mr & Mrs J. Woodroffe northwards.  
One family (three) and one single man southwards. The latter could be deferred by a month.
- No. 722/12. October 1972 Mr & Mrs G.M. Johnston southwards. I am booked northwards by A.E.S. in July for leave, and should return within a three month period.
- Per. Principal. November 1972 Mr & Mrs J.A. Smith and child, northwards.

Additionally, there is a requirement for two passages for Mr C. Clarke and an ESRO representative, as discussed with you. This could be a southwards passage on 11 April, allowing them to return by RRS "John Biscoe", or alternatively returning on the 25 April northward flight.

I also understand there is a proposed visit by an ESRO calibration engineer towards the end of 1972, and expect a request for bookings for him November/December, allowing a two-week stay in Stanley.

c.c. Mr C. Clarke  
R.S.R.S.

G.M. Johnston

Yours age.  
G.M. Johnston  
Mc Mrs Jackson to sp. 722/12