

0163

C. S. O.

(Formerly)

SUBJECT :

VISIT TO FALKLANDS OF RUSSIAN WHALING FLEET.

0 1 6 3		NAT/WHA/1#23	3
		0 1 6 3	

CONNECTED FILES.

NUMBER AND YEAR.

## DESPATCHES AND TELEGRAMS.

To S. of S.			From S. of S.		
No.	Date.	Page.	No.	Date.	Page.
3 pm to 1st S. of	21. 5. 47	18			
Despatch 7	27. 11. 47	22			
- 1	10. 1. 48	25			

## EX. CO. MINUTES.

Date.	Page.	

## GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
24	Pebble etat	23	09.20	30.4.47
To	URGENT HAMILTON OHMS, STANLEY.			

A FLEET OF WHALERS AND FLOATING FACTORY HAVE ARRIVED AT NEW ISLAND BUT HAVE  
NOT BEEN ONSHORE YET.

SCOTT.

Time

AC1.  
? I think he is in your  
file.

? Or he is a customer

J. E. W.

Also he  
is

2  
GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

RECEIVED.

Number	Office of Origin	Words	Handed In at	Date
1/30	Pebble			
To	HAMILTON, STANLEY.			

WHALERS ANCHORED IN SHIP HARBOUR NORTH SIDE OF SETTLEMENT NEW ISLAND MOTOR  
BOAT JUST COMING ON SHORE WILL RECEIVE DETAILS IN ABOUT 25 MINUTES.

OPR PEBBLE.

Time

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

RECEIVED.

Number	Office of Origin	Words	Handed In at	Date
1/30	Pebble			
To				
Hamilton Stanley.				

Report from New Island nationality Russian name of factory SLAVA  
captains name SOLIANIK oiltankers name KREML expected tonight  
whalers No 1 2 3 4 5 6 8 9 and 10 No 5 is going to Stanley  
tomorrow with the Captain.

Operator Pebble.

Stett New Island

Time

Please ask capt<sup>ain</sup> <sup>for our</sup> Solianik to bring all  
papers necessary to enter all the ships  
as at any other port  
and say Trust he will bring an interpreter

## ५

SENT.

Date \_\_\_\_\_

30-1V-47

To

HAMILTON.

~~See~~ HAMILTON.  
Reply at 5  
I have told Dr. Hopwood of re expected  
arrival

J. E. D.

Time

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

RECEIVED.

Number	Office of Origin	Words	Handed In at	Date
Bvc	Pebble Is			30.4.47
To				
Hamilton Stanley				

From New Island stop Mr Scott suggests that you send a Customs Officer back in whaler stop He very much regrets that at present he is unable to communicate with the Captain owing to stormy weather and also says he doesnt consider an interpreter is necessary because Captain speaks fairly good English.

Operator Pebble.

*Captain - Stanley*  
*see 4*  
 Have to answer that you have done so. Please  
 if you can. It is a matter of your  
 big all done. necessary to answer to  
 in mind matter. Call of units.

Time



GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

SENT.

IMPORTANT

Number

Office of Origin

Words

Handed in at

Date

To CAPTAIN SOLIANIK Factory ship ~~SLAVA~~ SLAVA

HAVE LEARNED THAT YOU HAVE ARRIVED  
AT NEW ISLAND AND ARE COMING TO  
STANLEY IN A CATCHER STOP PLEASE  
BRING ALL DOCUMENTS NECESSARY TO  
ENTER YOUR SHIPS IN THESE WATERS  
COLLECTOR OF CUSTOMS

5.10.1941 Please call SLAVA direct. if you  
cannot get in by 1.00 PM. and  
ask her to see that SLAVA gets the message.  
Time

COPY  
DECODE.

## TELEGRAM.

*From* The Crown Agents for the Colonies.....

*To* The Colonial Secretary.....

---

*Despatched :* April, 30th 1947 *Time :* 10.00

*Received :* May, 1st 1947 *Time :* 10.00

Pay from Note Security Fund £463 16s to Commodore Voronin Chief of  
Whaler Fleet Slava for purchase of provisions. From Ministry of Fish Industry  
Moscow.

CROWN AGENTS

G.F.C.  
L.H.

H.E.

1-6 was handed to me by Capt. [unclear]

I saw Captain Solianik of the "Slava" <sup>yesterday</sup> ~~this~~ morning. He told me they had had quite a successful season but hoped to return next year and with greater experience to do even better. I did not ask him for precise details of his catch. At first they were catching 3 or 4 whales a day but latterly 14-15. They had been mostly in the Weddell Sea in the area of 66° S. <sup>44° W.</sup> ~~44° S.~~ and had done best there. After that they had tried without much success in the vicinity of the South Orkneys <sup>for</sup> ~~but~~ the whales had gone. They are returning to Odessa, from whence the tanker <sup>"Kreml"</sup> came and joined them for the purpose of filling "Slava" with fuel oil and taking in whale oil from the "Slava". This was one of the reasons why they went to New Island: for they did not know what the local conditions at Stanley would be regarding discharge of oily water from the "Kreml" while they were cleaning out their tanks prior to filling up with whale oil.

2. Other reasons were stated to be that the Norwegians of whom there are a number in the fleet knew of New Island as a good harbour for the purpose from the days of Salvesen; and that they did not wish to come in to Stanley where their men might have caused trouble and where they might have had trouble in getting them on board again.

3. The crews are said to be mainly Russians but there are five Norwegians on each catcher including the gunner. The leader of the expedition is Nielsen, a Norwegian, who worked for Salvesen in former times at New Island. They called at South Georgia on the way out to repair saws, and said that Major Fleuret the Magistrate had given them assistance. They have eventually used up the credit of

8468. 16. O which the C.A.A. authorised us to advance them, in buying meat and vegetables from the F.I.C. and in advances to their men. Those from the catcher which brought Solianik round from New Island have behaved themselves here well enough, but had the inevitable drinking bout, where the Norwegians shone as usual.

4. They intend to leave to-night or to-morrow but there is talk of their not leaving till Monday. They will not stay long at New Island after their return there. <sup>1/20</sup> they need not think of return for clearance at all. <sup>give him for his</sup> S. R. see 0037 P below 15, 30, 57, 80, 92, 98.

6. Brig report to S/S of arrival & departure here - probable movements (to Oaese) - how picked up by S/S? / Lpm 5 to 6 etc to say something about 80 32 by Sunday. ABL 35

φ Can we, in fact, do so in respect of anything other than the catcher? i.e. how do we give pratique in respect of a vessel/s we have not seen?

MC. 3/v

There is a wild rumour flying around of a fracas at the Slava and in the course of which one of the protagonists was "bumped off" and his opponent hanged out of hand. It is probably just one of those fantastic stories but we had better ask them if they have anything to report, MC 3/v

Have seen all these quite recently.

for me.

Unsub has 80 32

C.O. has enough for catcher Slava 5 only to be given clearance for it. ABL

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

SENT.

Number

Office of Origin

Words

Handed in at

Date

5. 5. 47.

To  
URGENT  
SCOTT NEW ISLAND

Have you anything further to report regarding Russian whaling fleet  
stop When do they leave.

COLONIAL SECRETARY.

*Reply at 12*

Time

LJH.

Notes.

The Russian Whaling Fleet headed by the Factory 'Slava' commenced whaling operations early in Feb. at 40°S lat. 12°W long.

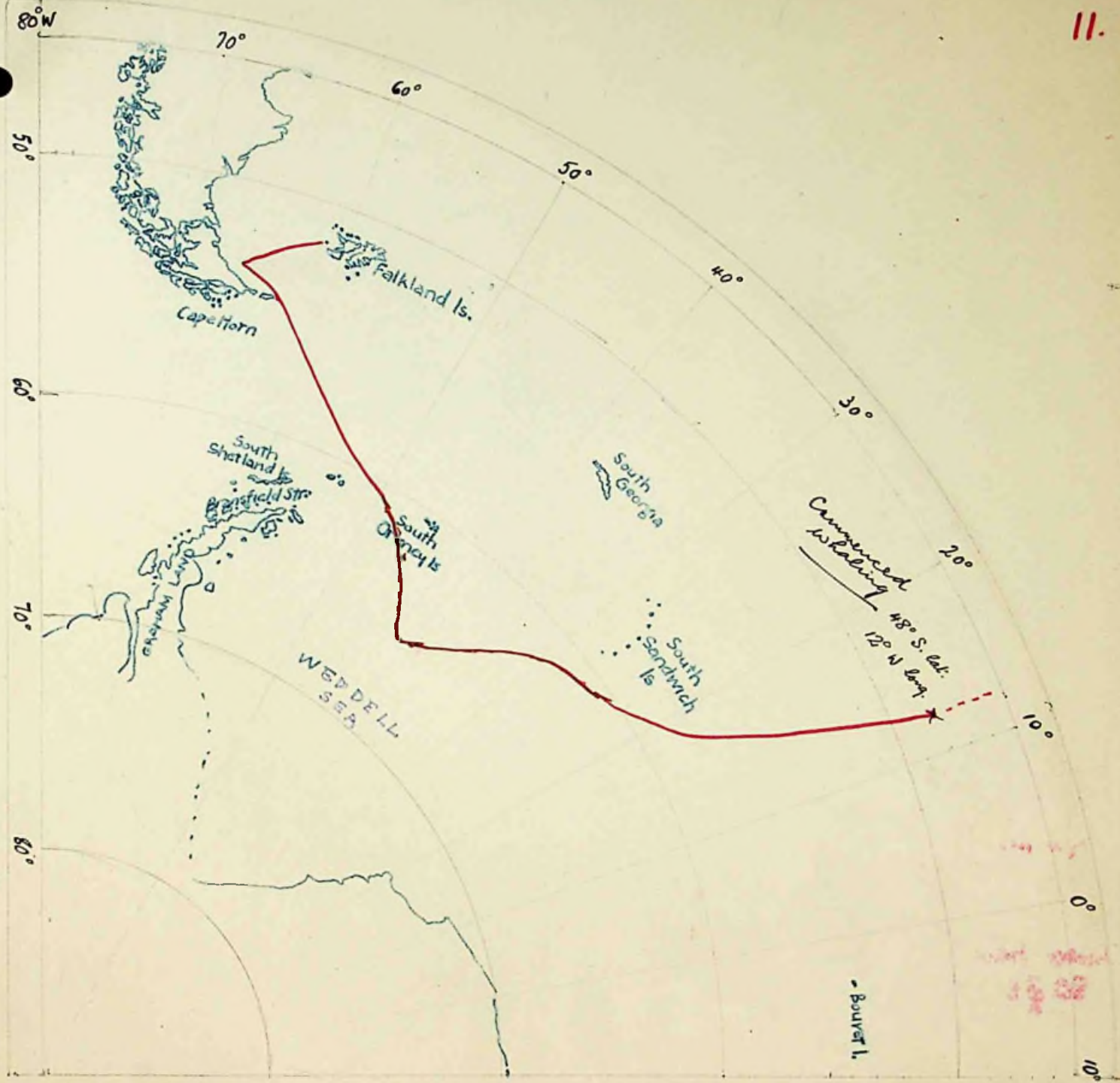
Her catch is reported to be 5,800 tons Whale Oil which would represent about 34,800 brls.

Two Russian Govt. Inspectors are carried named as follows:-

	<u>Rank.</u>
ZVEREV, Dmitriy Ignatievich	- Engineer.
ZARVA, Petr Andreevich	- Captain.

It is understood that 'Slava' was joined by the oil tanker 'Kreml' about the 23rd or 24th April. Due to very heavy weather the whaleboats were unable to come alongside for bunkers, so that the whole fleet made for Staten Island; the weather again being unsuitable the fleet then continued up the coast. After another attempt at bunkering the catchers they decided to make for New Island.

Particulars of the cargo and the names of the Inspectors were obtained from Capt. Solianik. The remainder of the information was obtained from the Norwegian mate of 'Slava 5' Mikal Hansen.



# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

## RECEIVED.

Number	Office of Origin	Words	Handed In at	Date
7	Pebble	25	09.15	6.5.47
To				
Colonial Secretary Stanley.				

9 Reference yours 5th stop have nothing to report at present fleet still here stop  
I am expecting Captain on shore shortly.

Scott.

9-12 h.  
When they can  
be seen to 8/5

1 like drift - report  
New 100.  
ABE 7.5  
✓ MC. 7/5

Br  
10/3  
ABE  
7.5



Urgent to Manager, F.I.C.

Arriving <sup>Port</sup> Stanley tomorrow morning. please arrange funeral and coffin for our norwegian sailor LUDVIK JOHANNESSEN who passed away this evening after an accident this morning.

Signed The Captain, S.S. Slava.

Hon. C. S.

Copy

J. Y. C.

S.M.C.  
9/27/07

1/2

13

(L. Young)

In spoke. I have been F.I.C. / That Captain  
'Slava' shd. be informed that no funeral  
can take place without an inquest: and  
S.M.C. That he is to find usual pratique

if anything is in order. He asked me what he was to do if he was asked to look at the body. I said he could look at it but was to express no opinion.

2. For J.E.'s further directions, please.

A.B.C.  
9.5

I spoke and gave directions that SMO Maguire should confer and clarify legal aspect.

The position, as I understand it, is that the Master of the 'Slava' has agreed to an inquest and wishes the deceased to be buried ashore? The point is that if death took place within our territorial waters, deceased cannot be buried here unless the Port Health Officer is satisfied as to cause of death and as in this case it is not "from natural causes" he cannot be satisfied without an inquest.

M.C. 9/5.

I informed H.E. by phone that we had no objection to the body being moved to the place to be buried.

By. 12/5 A.B.C.  
9.5

FE.

At the request on 10 May 'death by misadventure' was verdict, & the funeral duly took place.

2. Clara, sister No 1 sailed 0700 11 May.

3. "International relations" were very friendly.

4. A detailed report will follow. Meanwhile, a draft letter is submitted for comment (R. Gov. Gibraltar).

A. Bl  
12/5

Issue,

I have added explanation for an action in case they make a complaint.

MC 12/5.

150

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
10	Pebble	14.	09.15	12.5.47
To				
Col. Sec. Stanley.				

The last of the whaling fleet left Newisland yesterday.

Reply at 156

Scott,

Time

0163

## GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES

SENT.

Number	Office of Origin	Words	Handed in at	Date
				12. 5. 47.

To

SCOTT ISLAND

15a

Your telegram 12th May thank you step His Excellency wishes me to express to you his thanks and appreciation of your help.

COLONIAL SECRETARY.

Time

DECODE.

Repeated to Governor, Gibraltar. For information.

TELEGRAM SENT.

16.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 14. 5. 47. Time: 16.30 Received: ..... Time: .....

No. 266. Repeated to Governor Gibraltar.

98 in 0037/Pol. II. My telegram No. 138 Russian Whaling Factory SLAVA.

F.I.D.S. Political. Vessel arrived New Island 30th April with 8 catchers and tanker KREML.

Catcher No. 5 with Captain SOLIANIC visited Stanley for fresh provisions and was given clearance. Left 4th May for New Island, where fleet was bunkered and whale oil taken by tanker.

2. SLAVA arrived Stanley 8th May with catcher No. 1, SOLIANIC and Norwegian Manager SIGURD NIELSEN. They brought with them for burial body of Norwegian seaman. In view rumours of drunken orgy on board while SLAVA was in territorial waters I refused permission to land body except after inquest. This agreed upon inquest held with verdict death from misadventure funeral 10th May. SLAVA and catcher given clearance and sailed 11th May to meet rest of fleet at sea and return ODESSA calling Gibraltar. Catch understood to be 34,800 barrels.

See 10

90 in 0037/Pol. I. 3. Your telegram No. 119. Two Russian Government inspectors carried.

F.I.D.S.

Political.

4. Further report follows by air mail due United Kingdom early June.

GOVERNOR.

See 17A, 17B

CYPHER 95347. AN.

Typed. VP.

17  
J: Hemickton

skd. to prepare & for in  
consider the draft & look & make any  
suggestions for work.

A. Be  
20/11

NOT.

para 4. Marginal note.  
Stated 1. There was too much swell (alter?)

- " 4 S. Nielsen. As I had met him before in S.  
Sheblaud and S. Georgia - he recognised me -  
we had a chat about mutual acquaintances  
and working. He was perfectly pleasant and  
friendly.
- " 5. First sentence agrees with what Nielsen told  
me.
- " 7 (1) and (2) do. do.  
(3) and (4) perfectly reasonable.
- " 12 I viewed the body important, of course.

I found all parties quite amiable.

Voronin's name was mentioned by Nielsen.

I have made one or two pencil amendments on the draft in pencil (a)  
to distinguish them and (b) so that they  
may be rubbed out if desired.

- " 9. Nielsen told me that there had been a bit  
of a fight among the Russians on Labour Day,  
May 1<sup>st</sup>, but that the injured were recovered  
(May 10?) and that the Norwegians were not in-  
volved. He denied the rumour that anyone  
had been killed or sea

DECODE.

No. 567.

TELEGRAM.

From His Excellency the Governor, Gibraltar.

To His Excellency the Governor.

*Despatched :* Day 16th 19 47 *Time :* 17.43.

*Received :* Day 17th 19 47 *Time :* 09.00.

10 Your telegram 14th day addressed to Colonial Office repeated to me  
please telegraph cypher used.

GOVERNOR OF GIBRALTAR.

G.T.C.

LJH.

Reply at 17B

file pl. "Sera" file



DECODE.

TELEGRAM.

From His Excellency the Governor, Gibraltar.

To His Excellency the Governor.

---

Despatched : May 17th 19 47 Time : 15.00

Received : ..... 19 .. Time : .....

17th Your telegram 16th May. Regret error cypher used. Recyphered message follows.

GOVERNOR OF THE FAIRFAX ISLANDS.

P/L.

LJH.

JE

Supp Report (w.r.t. 16 S4) for 3 p.m.  
 Can't be. It may go under S/T:  
 unless JE wishes slightly to  
 ask the form - make it an

S/T?

d/t app<sup>d</sup>.

ABe  
 20.5

→ The difference escapes me!

MC. 2/4

[I meant, send it

① as a report, under a S/T

② as a S/T in the first person

the was done]

Price Re. fine as a report + sent by  
 3 p.m. to S/S and Gov. Gibraltar.

ABe  
 20.5

3 p.m. to Secretary of State for the Colonies of 21. 51. 47.  
 (Similar 3 p.m. sent to Governor, Gibraltar)

MINUTE BOOK

The officer administering the Government of the Falkland Islands  
 presents his compliments to the Right Honourable the Secretary of State  
 for the Colonies and has the honour to forward a report on the visit  
 of the Russian Warship Fleet to the Falkland Islands.

PRAGA TO BARRACK BLAUS INC, 1947.

2. On 2nd May 1960, I visited Port Moresby for from provisions. Captain O'Brien, master of the "Lava", called upon the Colonial Secretary on 3rd May. At the request of the main agents for the Colonies, 400, 15. -d was paid from the 1st court, 1st to the National Islands Agency, an agent, who had been instructed by "Lava"'s London agents.

3. A tall Russian was friendly and co-operative. His own forest was 400 including 30 women. He had visited South Georgia on 1st March to obtain saws and feller chains and spoke appreciatively of help rendered by the English there.

4. The oil skimming operations early in January at 40° to 45° N. lat. and 125° to 130° W. long. were not as successful as had been hoped; however, about 20,000 barrels of oil had been taken. It is estimated that "Java" was joined by the oil tanker "Irene" about the 3rd or 4th April. Due to very heavy weather the caters were unable to come alongside the tankers, so that the whole fleet had to station itself; there was again too much swell and the fleet continued up the coast. After another attempt at bunkering the caters they decided to make for the island.

5. The manager, Sigurd Holten, a Norwegian whaler of many years experience is known to magistrate South Georgia as to the manager of the Falkland Islands Company. He had worked at "New Island" for "Oliveros" in the past. The Russian Government has orders were cancelled.

1. Mr. [redacted] - Captain, and

NAVY, Military Operations - 196005.

6. In their wanderings south they had for the most part been in the vicinity of 60° South 44° West; a day or two of his supposed track is at 60° W. At first they had been making only 3 or 4 miles a day but latterly 14 or 20, till they reached the vicinity of the South Orkneys, whence they took the westerly track.

7. The crews were mainly Russian, for with the Norwegians, of whom there were five on each catamaran, including the gunner, had no high regard. The impression conveyed to visitors to the ship was that she was dirty and the crew inefficient.

3. Their reasons for going to New Island (instead of West family) were said to be:-

- (1) to bunker "Lava" and the others, to clean "Real"'s tanks and fill them with waste oil
- (2) they did not know whether this would be allowed in Port Stanley or whether there were local regulations regarding the discharge of oily water in the harbour.

⑤ 1201003

(3) Nielsen knew New Island harbour, whence the prevailing westerly winds would disperse such oily water

(4) they did not wish to come in to Port Stanley where they felt their men might have caused trouble and they might have had difficulty in getting them back on board.

9. The crew of the catcher behaved quite well in Port Stanley and the vessel left for New Island on 4th May, being given clearance.

10. Rumours had been circulating about a fracas on the "Alava" on Labour Day in the course of which one of the protagonists had been knifed by another who had been hanged out of hand. Such enquiries as it was possible to make did nothing to substantiate these allegations though Nielsen admitted in conversation that there had been a fight amongst the Russians on Labour Day in which the Norwegians were not involved.

11. On 8th May, Captain Soltanik telegraphed the Manager of the Falkland Islands Company:-

"Arriving Port Stanley tomorrow morning. Please arrange funeral and coffin for our Norwegian sailor Ilaavik Johannsen who passed away this evening after an accident this morning."

12. The "Alava", accompanied by catcher No. 1, duly arrived in Port William on 9th May but did not enter the inner harbour. This may have been partly due to (b) of paragraph 8 above; but it was also in part due to anxiety about navigating this large vessel in narrow waters.

13. In view of the rumours referred to above with the possibility however remote that a violent death had occurred in territorial waters, permission to land or bury the body was refused unless the Captain agreed to an inquest. This he did; and after a verdict of "death from misadventure" had been returned, the funeral took place on 10th May.

14. The "Alava" and catcher No. 1 were given clearance and left on 11th May to meet the rest of the fleet at sea. They had left New Island 10th May.

15. It is understood that they were proceeding to Valencia via Gibraltar. Captain Soltanik said they intended to return for 1947/48 season

16. A copy of this report is being sent to the Governor, Gibraltar.

PA  
6/2/46

EXTRACT FROM D. O. LETTER FROM JUXON BARTON, ESQ., TO HIS EXCELLENCY

21

THE GOVERNOR, DATED 12th September, 1947.

(Original filed in D/3/47  
"Renewal of Whaling Lease  
Cia de Pesca")

88329/1/47

SECRET.

Dear Clifford,

I notice two points in recent papers about the Antarctic which may be of interest to you:-

(a) . . . . .

(b) The Buenos Aires Chancery reported in May last that the Superintendent Engineer of the Ministry of Transport, Ship Repairs Division (Foreign) had informed them as follows:-

"We had a visit, by catcher, of the Master of the Russian F.F. "Slava", previously the "Empire Venture". He visited all the land whaling stations (on South Georgia), purchasing stores, incidentally taking photographs of station and personnel".

Yours sincerely,

(Sgd.) JUXON BARTON.

PA AB  
16.2

This is an unparaphrased version of a Secret cypher (typex) message and the text must first be paraphrased if it is essential to communicate it to persons outside British and United States Government Services.

Your letter to Mr. Chadwick dated 5.12.47.

For information.

OUTWARD TELEGRAM FROM COMMONWEALTH RELATIONS  
OFFICE.

Cypher (Typex)

TO: SOUTH AFRICA (H.C.)

(Sent 2.50 a.m. 7th December, 1947).

No.393 Secret.

Recent messages from Reuters suggest that Soviet whaling fleet has reached Cape Town and that (on 2nd December) Soviet ship "SLAVA II" had caught fire in Duncan Deck when on point of sailing.

In view of recent developments in Falkland Islands Dependencies and of likelihood that land whaling stations may shortly be re-opened in that area we should be glad to learn whether there were any indications on Russian vessels e.g. existence in cargo of such items as timber, corrugated iron etc. which could lead to supposition that expedition intended to establish itself in Antarctic.

Reply at 24

This is an unparaphrased version of a Secret cypher message and unless it is marked O.T.P. (One Time Pad) the text must first be paraphrased if it is essential to communicate it to persons outside British and United States Government Services).

Cypher (Typex)

FROM: SOUTH AFRICA (H.C.)

TO: COMMONWEALTH RELATIONS OFFICE.

D. 4.5 p.m. 13th December, 1947.

R. 6.20 p.m., 13th December, 1947.

No.392 Secret.

23, Your No.393.

Discreet enquiries made by Trade Commissioner Capetown have elicited no evidence to justify suspicion referred to in your telegram\*.

Access to interior of ship was however rigorously prohibited and it is therefore possible that material such as you mentioned may have been stowed below decks. Fire appears to have been due to careless lighting of boiler oil burners.

\* Russian Ship "Slava II".

26.

NOTE BY HIS MAJESTY'S TRADE COMMISSIONER  
CAPE TOWN.

SECRET

ANNEX TO P(48)3.

23 With reference to C.R.O. Telegram of the 7th December, the fleet consisted of the factory ship "Slava" and eight catchers "Slava" Nos. 1-7 and 10. Each ship had a fair complement of Norwegians in its crew and the pretty certain cause of the fire on the "Slava 11" was careless lighting of the boiler oil burners in a dirty stokehold by drunken Norwegians. Flame flashed back from the lighting wad and ignited oily debris on the plates of the stokehold floor.

2. As regards the main question in the telegram there is really nothing definite that can be ascertained. The factory ship itself carried about 40-50 tons of timber; but that is not in any way an unusual quantity for a factory ship and her attendant catchers. If therefore the Russians had on board any of the constructional materials mentioned, it would have been quite easy to stow them away "below deck" to which access was rigorously prohibited - even to the Marine Superintendent himself.

3. I checked through the list of stores purchased at Cape Town and found only one suspicious item, namely, 110 lbs. of "bolted door joints", otherwise hinges. There was a fair amount of manila rope, but certainly not an excessive quantity, for Russia is in difficulty about rope fibres and accordingly may have instructed the ship to get her necessities here.



27  
4. I am afraid that the summary is that there was no evidence to justify the suspicion as conveyed in the telegram but there may have been stuff hidden away to which no one but the ship's staff had access.

Initial: C.K.

11th December, 1947.

YE  
22-27  
0241/I hew.

with 50 in  
CBL  
16.2

Interesting

MC 18/ii

PA  
19 2

19781/54/48.



28

Saving.

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS.  
(Dependencies)

Date 20 November, 1948.

Date .....

No. 2 Saving.

PRIORITY

SECRET.

Russian Whaling Activities in the  
Antarctic.

29-30 I enclose, for your information, copies  
of signals exchanged by the Commander-in-Chief,  
America and West Indies Station and the  
Admiralty.

SECEP.

But secret to go on to S.A. asking for report  
on activities, destination etc of Russian ships shot.  
put in there as anything regarding them movements  
be known.

Mc.

See 31

COPY

OUT 29

SIGNAL

051300Z/November.

To. C. in C. A.W.I.

Info. C. in C. S.A.

D.N.I. Melbourne

D.N.I. Wellington.

SPARROW

GLASGOW

S.O.(I) Jamaica



Date. 5. 11. 48.

SECRET

From Admiralty (D.N.I)

Your A.W.I. No. 0360 of 27th October, not to Info. addressees.

SLAVA and 12 whale-catchers left Gibraltar on 30th October.

2. Reliably reported that Norwegian whaling experts who have been with whaling fleet in previous years have not repetition not been embarked this year.

3. Information not yet available as to what part of Antarctic Russian Whaling Fleet is proceeding.

4. In seasons 1945-46 and 1947-48 Russian whale-catchers called at South Georgia Whaling Station for assistnace which did not appear justified. Believed they carried organised intelligence teams which took full advantage of visits and carried out geological survey.

5. British Whaling Industry possess ships, repair base equipment, floating docks and stores in South Georgia and Antarctic valued at ten million pounds sterling.

051300Z

for D.N.I. (Ext. 15)

D.N.I. (5)

CONFIDENTIAL

COPY

30

Office of the Commander-in-Chief,  
America and West Indies Station,  
Admiralty House,  
Bermuda.

27th October, 1948.

A.W.I. No. 0360

Director of Naval Intelligence  
Admiralty.

(Copy to:- Staff Officer Intelligence,  
Jamaica.)

SOVIET ACTIVITY IN THE ANTARCTIC.

With reference to Admiralty Message 201584, (Copy attached for Staff Officer Intelligence), in view of "SPARROW's" and my forthcoming visit to the Antarctic in "GLASGOW" it is requested that any further details be communicated particularly with reference to what part of the Antarctic these vessels will proceed.

(sgd) William Tennant  
Admiral.

DECODE.

TELEGRAM.

31

From COLONIAL SECRETARY

To ADMINISTRATIVE OFFICER SOUTH GEORGIA

Despatched: 17th January

19 49

Time: 1700

Received: .....

19

Time:

SECRET.

Anticipated Russian Whaling Fleet may call South Georgia. Please report in full activities, movements, destination etc. should it put in.

See 28 1630

COLONIAL SECRETARY

TPHER  
CA.

14 1700  
Mf

DECODE.

32

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 3.2.49      Time: 1000      Received: 4.2.49      Time: 1000

FIDEP No 21. Secret. Salvesens report they have received a request from Russians for docking facilities to repair a whale catcher "Slavab" operating with floating factory ship "Slava" which has sustained rudder damage.

2. It would have been impossible to deny them the assistance which is traditionally given to other whalers irrespective of nationality and accordingly Salvesens have been told to do what they can to help.

3. As you know both in 1946/47 and in 1947/48 Antarctic Whaling seasons Russians have sent a whale catcher into South Georgia ostensibly for some such purpose as obtaining supplies but also with object of acquiring as much information as possible.

4. Doubtless they will again take advantage of visit to acquire further information.

see 33

5. Grateful therefore if you would arrange for Administrative Officer at South Georgia to keep a watch on Russian crew in respect of whom he should forward a list together with a report on their activities.

ER

SECRETARY OF STATE

DECODE.

TELEGRAM.

From H.E. THE GOVERNOR

To ADMINISTRATIVE OFFICER SOUTH GEORGIA

Despatched: 3rd February 1949 Time: 1600

Received: ..... 19 .. Time: ....

Secret. Salvesens have been given permission to dock Russian whale catcher "Slavab" operating with floating factory ship "Slava"

2. It is supposed that Russians will exploit this opportunity for acquiring information about South Georgia and Dependencies affairs generally.

3. Please arrange to have as close (though unobtrusive) a watch as possible on crew of catcher and forward me a nominal roll together with report on activities while at South Georgia.

GOVERNOR

021525

CYPHER  
MMCA.

See 32, 34

Remind to D.O. if new any news.

inc 11/11.

By 1/11 1/11

DECODE.

No.....

TELEGRAM.

From The Colonial Secretary.....

To The Administrative Officer, South Georgia.

Despatched: April 13th 19 49 Time: 10.45.

Received: ..... 19 .. Time: .....

33

No. 39. His Excellency's Secret telegram 3rd February. Have  
you any information ?.

Reply at 35

COLONIAL SECRETARY.

G. T. C.  
L.J.H.

B. 25/4/49.  
13/4



0163.  
DECODE.

35

TELEGRAM.

No. 302.

*From* The Administrative Officer, South Georgia.

*To* The Colonial Secretary.

*Despatched:* April 14th 19 49 *Time:* 16.30.

*Received:* April 15th 19 49 *Time:* 09.30.

34  
No. 67. Your telegram No. 39. Vessel did not call South Georgia  
and have no information but it is believed fleet has left whaling  
ground.

ADMINISTRATIVE OFFICER.

G. T. C.  
LJH.

4 E. ...  
PA ...  
...