

always a soft spot for these guys!

Gurkhas go home... all set for the rainy season



Brolly brigade fall in!

THE Gurkhas were ready for anything when they flew from Heathrow yesterday on a very special mission.

The 33 men from the 1st/7th Duke of Edinburgh's Own Gurkha Rifles were armed with new umbrellas bought in London for the trip.

For it's the rainy season back home in Nepal, where the men's families still don't know their Falklands heroes have got a month's leave.

Another 200 Gurkhas are having a holiday in Scotland — at an army barracks near Edinburgh. Others will be in Scarborough as guests of local hoteliers.



Last time Gurkhas left Britain — on their way to the Falklands

Falklands radio men in tune again

TWO radio hams whose talks over thousands of miles helped British troops to recapture the Falklands met each other for the first time yesterday.

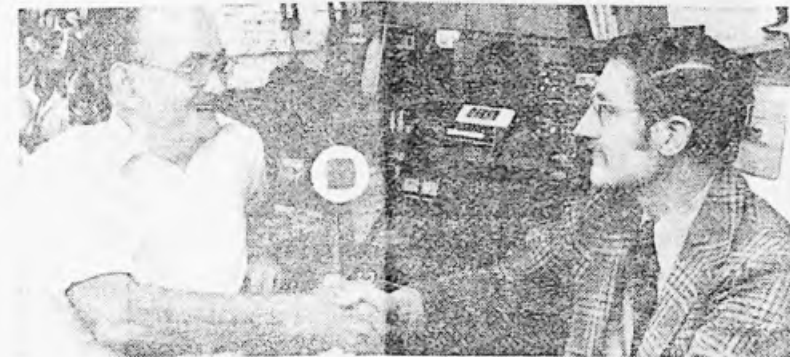
They got together in the house in Bridlington, Yorkshire, where 65-year-old radio ham Bob North picked up vital messages about what was happening on the islands in the first days of the crisis.

More than 8,000 miles away 43-year-old assistant lighthouse keeper Reg Silvey was sending out clandestine messages about Argentine troop movements.

It was the two hams who gave the Defence Ministry information which led to the Vulcan bomber raid on Port Stanley airport.

Mr North first picked up Mr Silvey's signals at 8 pm on April 4.

And through the 35ft aerial in the back garden of his home he began to



Bob North, left, and Reg Silvey... collected vital information

collect vital information to help Britain's war effort.

Mr North, who served in the last war, taped every conversation and passed them on to the Defence

Ministry via the local police.

Yesterday the two men relived the moments when they spoke to each other during the Falklands crisis.

Mr Silvey, a former communica-

tions officer and radio operator, said: 'I'm really overwhelmed at meeting Bob for the first time — it's tremendous.

'At times in the Falklands it was quite worrying and often I had to hide on the floor as the enemy troops passed by the front door.

'I had handed my own set in to the Argentines to avoid suspicion and borrowed someone else's. But I was always afraid they would come looking for me,' said Mr Silvey, who spent nine years in the Falklands and says he doesn't plan to return.

Mr North said: 'Reg is a very brave man. On a number of occasions when he went silent I didn't know if he had been caught, shot or what.

'It was all very exciting. I realised the importance of what he had to tell me and decided to tape it. It's a good job I did because I couldn't write down everything he said.'

Tory's Falklands rap

A SENIOR Tory MP yesterday accused the Government of "soft pedalling" over the Falkland Islands.

Sir John Biggs-Davison told young Tories in his Epping, Essex, constituency: 'I find it very strange that no minister

has been when there are tremendous problems of reconstruction and the welfare of our troops.'

The failure to arrange a ministerial visit to the Falklands was highlighted in the Sunday Mirror two weeks ago.

Daily Mirror 22/8/82

SEAMEN IN STORM ON WAR PAY

By SUN REPORTER

THE "FORGOTTEN heroes" of the Battle for the Falklands are threatening to go on strike following a pay snub.

Nearly 600 seamen left behind on merchant ships in the South Atlantic are furious because the Government has axed their war bonus.



Yet they are expected to work under military alert and have been without shore leave for up to 16 weeks and more.

Seaman's union leader Jim Slater said yesterday: "These lads are being shamefully treated."

"While the forces are returning to a heroes' welcome, merchant seamen are being kept out in the battle zone indefinitely without the special bonus."

Hostile

He added: "Unless the Government does something to recognise that these seamen are being expected to work in freezing, hostile conditions under military alert, there will be trouble. Our members will not hesitate to bring industrial pressure to bear."

The Government and the General Council of British Shipping agreed to pay the volunteer Task Force merchantmen a special bonus of 150 per cent of normal pay.

But the Government ended this on July 28 and now the men are on £70 a week basic pay with no chance of overtime.

Because of this other seamen are unwilling to go out and relieve them.

The General Council of British Shipping said: "It is a matter of concern to us that these men have not been ashore for as much as 116 days."

Flying aces' Herculean feat

SEVEN Falklands air aces proudly show off "Fat Albert" — the plane which helped them set a world record.

The "magnificent seven" flew 28 hours three minutes on a 7,890-mile round trip between Ascension Island and the Falklands to drop supplies.

Two mid-air refuelling operations helped the Hercules C130 complete its historic mission.

sion.

The plane was christened "Fat Albert" by the men based at RAF Lyneham, Wiltshire.

Its happy crew is: the skipper, Flt Lt Terry Locke (front), Flt Lt Peter Williams, Sgt Graham Wood, Flt Lt Al Boyle, Flying Officer Tim Collins and Air Load Master Dave Whiting.

Another crew member, Flt Lt Chris O'Brien, couldn't join the celebration line-up.

Argy 'spy' ship flees

AN Argentine fishing boat has been driven out of no-go waters around the Falklands. The trawler was spotted inside the 150-mile exclusion zone by the crew of a Sea King helicopter.

The Royal Navy men immediately swept the helicopter in low and forced the boat to turn back to the mainland.

MY FALKLANDS TEARS

Premier reveals her secret heartache over Task Force

By Margaret Thatcher



Top general lands a new job

MAJOR General Jeremy Moore, who commanded the British land forces in the Falklands, has a new job.

He will be joining a special Ministry of Defence team giving lectures on the Falklands campaign.

The MoD has received many requests for special briefings on British tactics in the war, several of them from Commonwealth countries.

The 54-year-old general, who was due to retire from the Marines this autumn after 35 years' service, said last week that he was open to any job offers.

He had two withdrawn earlier this month after a misunderstanding over a Downing Street statement that he would not be unemployed.

Officials at No. 10 later explained that they meant an officer of his abilities would have no difficulties in finding a private sector job.

The Star Says—Page 9

Mrs. THATCHER has revealed for the first time her heartache and tears over the Falklands conflict.

She tells how she felt so alone as the Task Force battled to set the islanders free and of her fears for the men who risked their lives 8,000 miles away from their loved ones.

"Some of the times were terrible. The tears just come. You can't help it. But you pull yourself together very quickly — you have to."

The Prime Minister, speaking in today's Woman's Own, says that she was determined to keep up the nation's morale.

Fears

"Although you agonise within the moment you go out of the door or see other people you must keep spirits high."

"There aren't many people you can show your agonised feelings to. You need your own family desperately. It was all very lonely."

Mrs. Thatcher said that one of her biggest fears was Argentina's attitude.

"We were worried

By TERRY MANNERS

about our supply lines. Their carrier had only to come out. She was in easy reach of the supply ships."

"At the same time we knew that if we lost a ship there were others coming down to take their place. But if you lose men you instantly think of their families

because their lives had fallen apart."

One of the things that spurred the Premier on was the spirit of the British people.

"When we had won there was a feeling of colossal pride, of relief that we could still do the things for which we are renowned," she says.

THE

STANDARD

CITY
PRICES

Friday, August 20, 1982.

15p.

Incorporating the Evening News

Chilean helicopters aiding search for survey team men missing since Sunday

3 BRITTONS LOST IN THE ANTARCTIC

by Frank Draper

THREE British scientists are missing in the Antarctic.

The three, members of the British Antarctic Survey, left base camp on Sunday for a routine trip to a field camp.

They carried radios, flares and survival equipment.

The Chilean Air Force, asked to assist in a search, sent up a helicopter and later today it will be joined by a Hercules air transport.

Winter months

Britain maintains five permanent bases in the Antarctic and has been doing research work there since 1943. There are also teams from most of the other 12 nations that have signed the Antarctic Treaty.

Scientists stay there for up to two years conducting long-term experiments in geo-magnetics, ionospherics and meteorology.

They frequently work in temperatures of minus 40 degrees Centigrade in the dark winter months.

The most southerly Antarctic base is at Halley Bay and is built underground on a floating ice shelf 100 miles long and 30 miles wide—about 900 miles from the South Pole.

SHOWJUMP STARS

SPEAK OUT

PAGE THREE

SUNDAY FUN

IN FRANCE

PAGE SEVEN

CONFESSIONS OF A

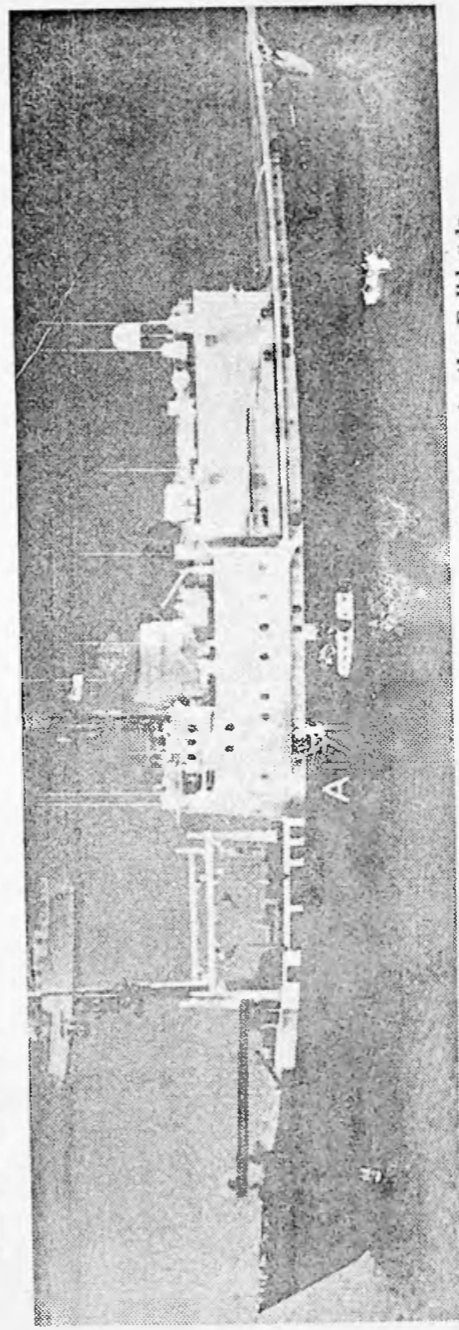
FAILED FIDDLER

CENTRE PAGES

REAGAN WINS

TAX BATTLE

PAGE TEN



HOME AT LAST—HMS Endurance due in Chatham today after service in the Falklands.

Endurance home with a tale to tell

by David Meillon

THE Royal Navy ice patrol ship Endurance was returning from the Falklands to a huge welcome at Chatham today.

She was due to return to Chatham to be scrapped in May, and was saved only by the Falklands crisis.

As the Navy's "eyes and ears" on the spot, Endurance and her captain, Nicholas Barker, were the first to get wind of the Argentinian

intentions to invade the islands.

Captain Barker says he tried to alert Ministers to the dangers of growing Argentinian hostility as long ago as last September, as part of his campaign to save his threatened ship.

But he was told by Fleet Commander-in-Chief, Sir John Fieldhouse, to shut up or get out of the service, it is claimed. Captain Barker says he sent signals 12 days before the Argentinian invasion warning of a naval build-up.

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"I understand that some of 'em are so shaken by their experiences, they may never be able to stir their own tea again . . ."

JAK is on holiday

LIVE AMMO HAZARD ON ISLANDS

By Our Defence
Correspondent
in Port Stanley

ARGENTINE mines are one thing, but there is also a vast array of further dangerous explosive objects lying scattered around the Falklands.

A tremendous amount of clearing-up has been done already, especially in the streets and public areas of Stanley, but the islands are still something of an explosive ordnance disposal man's paradise. There is enough work here to keep him busy for two years at least.

At the end of the war, Goose Green and all the area roughly east of Mount Kent contained a very large complex of over-run Argentine defensive positions which still held vast quantities of live ammunition, grenades, rockets, flares and other explosive objects.

Some were in good knused condition, but others had been damaged and therefore were unstable. Many of the items, however, are now hidden among the general debris of war and in the half-collapsed defensive positions

Below ground

The abandoned Argentine 155mm dug-in gun positions near Stanley, which I visited, are now heavily flooded with peat water, and much of this deadly material is now below its chocolate-coloured surface.

To make matters worse, there are also the items fired by both sides which failed to explode for one reason or another. They are either still lying unexploded on the surface or firmly lodged underground.

Sometimes their tail fins are protruding, or there is just a hole in the ground like a little rabbit burrow. Peat makes tracing more difficult, since it tends to shatter and make a projectile's entry tunnel more ragged.

Both the British and the Argentine air forces fired cannon at, and dropped bombs on, each other's positions; and the Royal Navy fired many shells on to the mainland. Not all of this ordnance exploded, and in the case of cluster bombs, there are still unexploded bomblets lying about.

Trip wires

The Argentines were also very keen on creating major areas of booby-trapped devices. These consisted mainly of a variety of push and pull switches and igniters, often trip-wire operated, connected to large packets—even boxes—of explosives.

They were also attached to grenades—a favourite trick—or mines and conventional bombs.

More deadly, they placed booby-traps in some of their abandoned trenches; for instance a number of grenade "traps"—invitingly laid—were set for those in a hurry.

Houses rigged

They were often simple devices, like grenades without the safety pin leant against another object, or two grenades linked together for maximum lethality.

After the surrender, a large number of booby-traps were found set among the civilian houses in Stanley itself.

Finally, the Argentines, contrary to some reports earlier in the war, were not short of ammunition of any kind at all. It is still there heaped pile upon pile, much of it in unopened boxes and much else spilling out like rows of evil teeth.

Monument of rock recalls the dead

By Our Defence
Correspondent
in Port Stanley

FITZROY Sound, scene of the disastrous Argentine air attack on the Sir Galahad and Sir Tristram, is tranquil now.

Overlooking it, contrasting with the pale green hillside into which they are set, are the brilliant white large boulders which form a huge leek: Regimental badge of the Welsh Guards.

It is a fitting and poignant memorial to the men who died there.

Nearby, the dug-outs and trenches in the peat bear witness to the fact that war has passed his way.

In the green-roofed Fitzroy Settlement, things have moved on too.

Major John Tulloch with his men from 40 Field Regiment Royal Artillery have travelled from Colchester to replace those of 4 Field Regiment, who are bound for home.

Fresh and enthusiastic the new troops were hard at work catching up on their gun drills when I visited them.

Delighted with the soft hills and quiet beaches of the sound, the cheerful gunners are already talking in terms of what they will do in the summer.

They are accommodated in the sheep-shearers' bunkhouse, spare houses, and sheds in the settlement. The local community offer them baths.

Within three days of their arrival, however, 75 per cent. of them had been through the distressing and almost universal initiation test faced by most troops arriving in the Falklands.

'Galtieri's Revenge'

They had suffered from the dreaded "Galtieri's Revenge," a particularly virulent stomach bug. It lasts about 48 hours, and once endured is unlikely to strike again.

Maj. Tulloch praised Mr Binney, the manager, and the rest of the community.

It is quite a large settlement by Falklands standards, with 23 families and about 16,000 sheep.

The unit is keen to help the community in return, and Bombadier Jimmy Jenkins has become schoolmaster. Five children, aged six to 14 attend.

He is a surveyor by training, and "good at maths." He checks in weekly with the civilian education authorities in Stanley for his next pack of materials, and is "chuffed" when the children call him "Sir."

Maj.-Gen. MOORE TAKES PRIVATE SECTOR JOB

By Our Defence Staff

Maj.-Gen. Jeremy Moore, who commanded the Falkland Task Force land forces, is expected to take a private sector job now that his Royal Marines career is ending on handing over command of the Commandos to a younger successor.

Public concern that Gen. Moore was leaving the Service without adequate recognition was conveyed to No. 10 Down-Street, whose spokesman said yesterday that it was understood the General would not be joining the ranks of the unemployed.

Gen. Moore was due to retire last year, but was asked to stay on when his Commandant General, Lt-Gen. Sir Stuart Pringle, was injured by a terrorist bomb. The Falklands crisis further delayed his retirement.

MAZE OF MINES TRAPS UNWARY IN FALKLANDS

By Maj-Gen. EDWARD FURSDON
Defence Correspondent, in Port Stanley

HORRIFIC is the only word to describe the problem of the Argentine mines in the Falkland Islands.

More than 12,000 are estimated to have been laid around Stanley alone, but the total figure could well be much higher.

In the early days of their occupation, the Argentines densely mined the areas which they thought most likely for a British seaborne invasion.

Once they realised the British had landed at San Carlos, however, the Argentines hurriedly laid new belts of minefields.

In the last stages of the conflict they hastily issued even more mines to units for quick, desperate laying. And they laid many more indiscriminately, direct from helicopters.

Four types

Some areas were not proper minefields at all, but simply areas of dangerous booby-traps to catch the unwary. Some of these were laid extremely late in the conflict.

Lt John Mullin, whose field troop from 9 Parachute Squadron has recently been responsible for tackling the mines problem, showed me the range of mines found to date.

Basically these are four types of anti-personnel mine, varying from three to six inches in diameter. Three types are difficult for British mine detectors to locate because their metallic content is too low. They are of Spanish, Italian, Argentine and other origin: sophisticated, modern and deadly.

The anti-tank mine range includes five types of similar national origins, plus an American model. One of these, very cunningly, acts both as an anti-personnel and an anti-tank mine simultaneously. Three types float. Only two of them are readily detectable with standard British equipment.

Initial task

Lt Mullin told me there were 105 separate known mined areas around Stanley. Those laid early in the conflict had usually been fenced in. The mines were buried and were reasonably recorded. Those laid after the British landing were poorly marked—if at all—and unrecorded.

The task of initially clearing Stanley was undertaken by 59 Commando Squadron Royal Engineers, but in five days they suffered three casualties.

The order was then given to suspend all mine lifting, except in vital areas, until new techniques and equipment were available. The emphasis was switched to locating and fencing in the mined areas, and the task passed to 9 Parachute Squadron.

Argentine prisoners-of-war volunteered to help and gave valuable assistance. They are now back in Argentina.

They showed the sappers the location of many minefields and also taught them the Argentine methods of laying mines and recording.

Having visited several minefields, I was surprised at the lack of depth of some of them. Often they have only four rows of mines with quite wide spacings. In some areas the Argentines had not even bothered to remove the tell-tale empty mine boxes from the sites.

Having split the main mine-affected area around Stanley into four, each the responsibility of a team led by a sergeant, Lt Mullin estimates he has now fenced in about 70 per cent. of the known mined areas, marked down a further 20 per cent, and knows where another five per cent. should be.

In the vital areas mine clearance still has to be done by prodding by hand using something resembling a long meat skewer. Each mine found has then to be dealt with. But other techniques are soon to be tried out here.

New American and German detectors which operate by detecting anomalies and density variations in the ground will soon be tried out. Trials are to be made of infra-red line scan equipment from a Gazelle helicopter in the hope of revealing hitherto unknown minefields. Vehicle-mounted very-high-pressure water-jets may be used in the peat.

Much hope is set on a 1982 adaptation of the 1939-45 flail tank technique. It is a bulldozer with an armoured cab, equipped with a rotating bar mounted forward to which are attached short pieces of heavy chain. As the bulldozer moves forward, the chains flail the ground and should either detonate or disintegrate anti-personnel mines.

THATCHER MAY AID INQUIRY

By NICHOLAS COMFORT
Political Staff

SOURCES close to the Franks Committee into the origins and handling of the Falklands crisis expect Mrs Thatcher to give evidence personally in the autumn.

Though no invitation has yet been issued, she is understood to be ready to appear before the committee.

By taking the unusual step for a Prime Minister of answering questions from such an inquiry, Mrs Thatcher could help Lord Franks and his panel determine a number of key issues.

Downing Street said last night that whether she was asked to give evidence was entirely a matter for the committee. But the Prime Minister had set up the inquiry and promised that it would have every assistance in establishing the facts.

The committee began work last week. In common with other witnesses, Mrs Thatcher would meet it in private.

As ultimate head of the intelligence services, she could throw valuable light on how much was known of Argentine intentions at particular stages and how seriously the information was treated at the highest levels.

Lord Carrington, who resigned as Foreign Secretary when the Argentines invaded, has already signified his desire to give evidence.

Other Falklands News—P3

SAPPERS RESTORE VITAL SERVICES TO SCARRED STANLEY

By Maj.-Gen. EDWARD FURSDON
Defence Correspondent, in Port Stanley

ON the last day of the Falklands campaign, Port Stanley's water plant at Moody Brook was put out of action by a heavy shell. The sewage system, too, being waterborne, was not working properly.

Only one of the power station's three generators was functioning, and many of the overhead distribution lines, cut by shellfire, were draped around the town like loose knitting.

This was the situation faced by Lt-Col Leslie Kennedy and his team who flew in from San Carlos on the morning after the surrender.

His task was to use his Royal Engineer resources—in conjunction with those available from the Falkland Islands Public Works Department—to rehabilitate the town. It was formally declared a "military works area," the first one since Aden.

The large number of British ground forces and Argentine prisoners of war, plus the fact that the town's 500,000 gallon reservoirs were down to only two days supply, complicated the problem.

The burning down of the PWD's plumbers' workshop on surrender night—destroying all tools and spares—compounded it even further.

Five craters

Out of a total of 568 houses in Stanley, 27 were uninhabitable and eight had been destroyed completely. Others had suffered some minor damage.

The airfield runway had five craters, and had suffered about 500 "Scabs." These were small scoops out of the runway as the results of the impact of different types of ordnance, especially cannon and rocket fire.

There was no operative fuel system either for civilian petrol or aircraft fuel.

Col. Kennedy's priorities were water and electricity. He told me he found fire hydrants turned on, and Argentine-occupied houses with all the taps left running.

Since the town's daily water leakage loss from old pipes eaten through by peat acids was around 50 per cent., it was not surprising that the reservoir emptied in a day. The civilians were then down to their house reserves.

Military water points were quickly established, and water dracones filled from the water ship.

Four-day feat

Meanwhile, intensive repair work at the Moody Brook plant restored the supply source, but then further major damage to the mains was discovered which was difficult to repair.

After four days of feverish work water was back to parts of the town, and after a further six days, it was on everywhere.

Warrant Officer Gordon Hinds, from Newcastle, said the town normally used 100,000 gallons a day. By supplementing with military resources and tanks, this had now been raised to 120,000 gallons daily, but the RAF still had to come in daily to town to collect their supplies by truck.

Initially the assistance to the PWD on the electrical side was, as Col Kennedy put it, "tying knots in the overhead distribution cables in order to link them up again."

Before long, however, the increased calls for more power by all concerned began to overload the sub-stations and the fuses blew repeatedly. The decision was therefore made to set up a military power station to ease the PWD load.

Runway repairs

Capt. Bob Jenkinson, who originally supervised the very successful emergency fuel handling installations in the San Carlos area, is now establishing civilian and military fuel points on the islands. This includes employing Argentine facilities completed in 1975, but never used.

The other urgent priority was to get the cratered and scabbed airfield open for RAF Hercules aircraft. Using unorthodox but very effective techniques, and by initially repairing only half the runway width, the first aircraft was able to land on June 24.

FALKLANDS 'RUTHLESS RESPONSE'

By CHARLES NEVIN
in Port Stanley

IF attempts are made by the Argentines to come back, the response will be "fast, ruthless and effective," Maj. Gen. David Thorne, Military Commissioner, told Falklanders in a message broadcast at the weekend.

He said forces strength on the Falklands would remain at about the present level of more than 4,000 for some time, perhaps as long as a year.

"What I can assure you," said Gen. Thorne, speaking on the Falklands Islands Broadcasting Service, "is that our manpower here will be the minimum required to provide what we believe, and the experts back in London believe, is a reasonable level of defence for these islands and the dependencies."

He said the levels would be kept constantly under review and would come down once the major engineering tasks on the airport and accommodation were completed.

Mines problem

"The theme that I have for all servicemen here is that if we are to be at a minimum strength then it is implicit in that we should have the maximum efficiency; that we should seek that constantly; and you can take it from me that if attempts are made by the Argentines to come back the response will be fast, ruthless and effective."

He warned that there would be a danger from mines for many years. "We are tackling the problem systematically in order to reduce the danger as quickly as we can."

"Our first thought always is for the safety of life; civilian first, the young first of all, and soldiers, sailors and airmen as well. You are concerned about the mines; so, indeed, are we. It is a mutual problem and we are seeking out the best means of dealing with it."

Falklands general reassures islanders

From Tim Jones
Port Stanley

The British garrison on the Falkland Islands is to be maintained in sufficient strength to deter any "malign aspirations" from Argentina.

This pledge was made to the islanders on Saturday by Major-General David Thorne, the military commissioner, when he spoke to them all for the first time since arriving three weeks ago.

Speaking on the Falkland Islands Broadcasting Service, General Thorne said: "We have not come to take over or to throw our weight around. We have come to defend and to be of service to the community".

Adopting a relaxed, fire-side chat tone, the general made it clear that he was acutely aware of the problems and fears of a people now heavily outnumbered by the army that liberated them.

"What we will maintain here is a coherent and efficient, well balanced force, sufficient to respond if necessary with reinforcements to any Argentine attack."

Troop levels on the Falklands have been steadily reduced and it is understood there are now some 4,500 fighting men on the islands. It was likely, General Thorne said, that this level would be maintained for some time as "stability will be needed".

He said he was determined that there should be a successful degree of separation between the civilian community and the soldiers.

At present some soldiers are housed with island families and others are enduring the unremitting winter rain in tents or damp, uncomfortable trenches cut into the sodden peat.

Army experts have been surveying the islands for suitable sites for permanent camps, and when they are chosen, Portacabin barracks will be built. Two of these will be near Port Stanley, and other smaller bases, in outlying communities.

In addition, it is proposed to establish rest and recreation camps where soldiers can fish, shoot, hunt and do adventure training.

But before any of this can be done the sites will have to be cleared of the minefields scattered all over the islands. Thousands of lethal and practically undetectable mines have been left as a terrible legacy by the Argentines, virtually trapping the islanders in Port Stanley and the other settlements.

Even in Port Stanley it is dangerous to stray off the roads for fear of booby traps and grenades thrown away indiscriminately by Argentine troops before they surrendered.

Known minefields are being fenced off and marked, but others, it is admitted, could lie undetected for years.

Britain puts out feelers in Brazil

From Christopher Thomas
Washington

Britain is putting out diplomatic feelers in Latin America about the prospects for establishing a civilian supply route to the Falkland Islands.

Mr Cranley Onslow, Minister of State at the Foreign Office, arrived in Brazil in a brief official visit on Saturday after talks with senior congressmen and senators in Washington on Friday about future relations with Latin America.

Although Britain wants to establish diplomatic and economic links with Argentina, it is felt that the country's internal political turmoil and the absence of a clear leadership make that virtually impossible in the short term. As a result, there are no positive developments toward releasing Argentine assets frozen in Britain.

It is felt that Brazil or some other country in the region might be willing eventually to act as a third party to help normalize relations, and official contacts at this stage are regarded as a useful preparatory gesture.

A number of visits by Foreign Office ministers to Latin America are planned between now and the autumn when the possibility of direct non-military air and sea links with the Falklands will be examined.

Ministers are hoping that Chile, in particular, might be interested in establishing a regular sea route, or at least in allowing access.

It is generally felt in British diplomatic circles that the damage the Falklands war caused to trade with Latin America has not been as serious as feared, although a number of contracts are believed to have been lost.

Britain's 'savage treatment of island people'

By Paul Brown

A comparison between the British Government's defence of the Falkland Islanders and its "savage victimisation" of the people of Diego Garcia is made in a Minority Rights Group report published today.

The Ilois people of Diego Garcia in the Indian Ocean were forcibly deported 10 years ago and have been left to starve in Mauritius while their homeland was sold off to the Americans for a base, says the report by John Madeley for the group, a charitable international research group based in London.

"Whereas the wishes of fewer than 2,000 Falkland islanders were so important to the British Government that those islanders virtually determined British foreign policy in the South Atlantic, the wishes of the Ilois have never counted," it says.

"It is difficult to escape the conclusion that the chief reason for the 'paramount' treatment offered to the Falkland islanders is simply that their skins are white.

"The Ilois, some of them descendants of African slaves and sufferers from leprosy, were never so lucky. In the whole tragic story of the Ilois people, the suspicion of racism is never far away."

The report details how, in total secrecy, the 1,800 population of Diego Garcia, most of whose families had lived there for several generations, were bullied, forced to abandon their possessions and were shipped out of the islands.

"The act of mass kidnapping" was carried on under Britain's system of "unopen Government" and no-one discovered what was happening until 1975, when everyone had been forcibly removed and the islands had been handed over to the Americans for a \$1 million price reduction on Polaris submarines.

A US Congressional Committee was told that the entire subject of the British colony was considered classified. It appeared that the British Government was so ashamed of its actions that it wished to keep them secret — it did not want to be seen creating its own refugees, says the report.

In 1979 Britain offered compensation to the island people if they would abandon all claims to return.

The report says: "There can be few, if any, instances in modern history of a powerful nation making its own subjects refugees, by easing them off their homeland for military purposes, failing to give them proper compensation, then years later, saying that it will increase that compensation on condition that the refugees abandon all claims and rights ever to return home."

Early this year, the Foreign Office, having failed to do anything quickly for years to help the Ilois people, suddenly tried to settle the question. Compensation of \$4 million and \$1 million in land was offered.

Five days after a deal was concluded, Argentina invaded the Falklands. So far the Foreign Office has escaped any public comparison of its dealings with the two sets of islands, with identical populations.

Nine islanders committed suicide, waiting for compensation. 26 families died together in poverty, and a large number of young women and girls were forced into prostitution to save themselves from starvation.

Mr Madeley says there are many unanswered questions about the Ilois affair.

"The tragic story of the Ilois people cries out for a full inquiry into the circumstances which caused Britain to maltreat this hitherto peaceful minority group. The way that a minority group became the victims of the cold war, unhampered by effective democratic scrutiny, in either Britain or the US, is a considerable cause for concern."

Diego Garcia — a contrast to the Falklands, the Minority Rights Group, Craven Street, London WC2, price £1.20.

Inquiry demanded into fate of Diego Garcia exiles

By Richard Dowden

The Minority Rights Group has called for an inquiry into the fate of the Ilois, the 1,800 inhabitants of Diego Garcia who were turned off the tiny Indian Ocean island by the British Government in the late 1960s to make way for a United States military base.

A report published today contrasts the treatment of these islanders with that of the Falklanders whose wishes "were so important to the British Government that these islanders virtually determined British foreign policy

in the South Atlantic... It is difficult to escape the conclusion that the chief reason for the 'paramount' treatment offered to the Falkland Islanders is simply that their skins are white."

Five generations of Ilois, originally migrants from India and Africa, had lived on the islands which were administered by Britain as part of the colony of Mauritius until its independence in 1968. The report says they were tricked and finally forced off the islands, which

were then leased to the United States. The islanders were sent to Mauritius, where they were left destitute and many starved.

The story never emerged in Britain until it was disclosed by a United States Congressional Committee.

In March this year Britain gave the islanders \$4m "in full and final settlement" of their claims, but a few days later the new Government of Mauritius said it would attempt to regain Diego Garcia.

The Minority Rights Group, an international research body attempting to secure justice for groups suffering discrimination, says that, although the islanders could never return, an investigation would be helpful for future policy towards minorities.

Diego Garcia: A Contrast to the Falklands. Report No 54. (Published by the Minority Rights Group, Benjamin Franklin House, 36 Craven Street, London, WC2 5NG. Price £1.20.)

11 930 6652

Precision flying in the Falklands

Mail-snatchers of Port Stanley

From Tim Jones, Port Stanley

Battering its way through blinding snow the Hercules remained rock steady as it approached two poles bending in the gale which lashed a narrow peninsula near Port Stanley.

It had flown 4,000 miles from Ascension Island and after a 14-hour journey the pilot and crew were being called upon to perform a feat of flying that demanded absolute precision.

Ever since Stanley airport closed a week ago to allow it to be lengthened, Hercules aircraft have been making a round trip of 26 hours at least once a day to deliver essential supplies and to snatch up an orange bag holding letters from the troops to their families in Britain.

Flying only 50 feet above the ground the Hercules approaches the 20ft poles at 130 knots, trailing a grappling hook. A 50ft line is stretched between the poles and seconds after the hook connects the bag is whipped into the air and pulled aboard by an electric winch.

Some pilots were able to practice the technique in the ideal conditions of an English summer, but the operational reality is in harsh contrast.

Hours before the aircraft arrive men of the 47th Air

Despatch Squadron prepare the snatch site. Working in conditions that numb the skin they mark out positions for the parachute drop and constantly alter the angle of the poles as the wind direction changes.

On the fifth day of the service conditions were extraordinary even for the exposed peninsula, a home of sea lions. Winds gusting up to 60 knots pushed swirls of snow before it. For short periods men would retreat to the protection of tents to drink strong sweet tea.

After six runs to drop stores by parachute, including a consignment of blood for the Port Stanley hospital, the Hercules came in low and made a dummy run for the snatch.

As soon as that was completed there was a white-out as snow cut visibility to a few yards and the plane had to climb high to escape the gale. The pilot radioed down that he had enough fuel for only 10 minutes before being forced to return to Ascension.

Suddenly, for a few precious minutes, the storm subsided. Flying from the low cloud the Hercules attacked the snatch position and the soldiers cheered as the hook hit home.

The 100lb bag swung through the air and disappeared into the belly of the aircraft as it swung north on the start of a journey that would take the letters to homes 8,000 miles away in Britain.

On its journey from Ascension the Hercules had to be refueled twice in mid-air, but prevailing tailwinds enabled it to fly back without any rendezvous.

At Port Stanley the letters are sorted out by a seven-man team from the postal and courier troop of the Royal Engineers. They sailed with the Task Force and established the first bridgehead post office at Ajax Bay. One minute lance-corporal Robert Cooke was sorting out the mail and the next he was attempting optimistically to shoot down marauding Mirage aircraft with his submachine gun.

Major Ian Winfield said: "There is no doubt that being able to receive and send mail has a tremendous effect on the morale of troops. Some soldiers write home every day and without this service their one firm link with home would be broken."

High above the South Atlantic the Hercules was proving the point.

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LOST—HERO'S 'MEDAL'

By REVEL BARKER
A PERSONAL tribute from the widow of the "bravest of the brave" SAS captain has been lost.



Hamilton—brave

The colonel had asked for his own commando cap badge and beret—"the highest honour I can personally bestow"—to be awarded to the SAS man's family.

When he surrendered the island of West Falkland, he told British officers, as reported exclusively in last week's Sunday Mirror:

"I wish to commend the British captain for the highest possible bravery award—he is without doubt the most courageous man I have ever seen."

The captain—John Hamilton, 29, a Green Howard attached to the SAS—was riddled with Argentine bullets five times while making a one-man assault on enemy positions.

But the cap, mounted on a velvet cushion, has not been delivered to John's widow Vicky in Hereford.

The Ministry of Defence is

hunting for the parcel. It is thought it might be on a merchant ship somewhere in the South Atlantic.

SOCCER GAME ON WAY TO LADS

FOOTBALL-crazy lads in the Falklands lost their table football game when it was damaged in a storm.

They sent the Sunday Mirror an S.O.S. We contacted holiday firm Pontins and it donated a game to the three crews of 842 squadron. It's on the way to the South Atlantic, lads.

The Times 24/8/82.

Daily Mirror 15/8/82



Cheers for the 'new' QE2



Bon Voyage! Cheering crowds give the new look Queen a royal send-off from Southampton yesterday.

By LINDA MCKAY and JIM HARDY

GLEAMING in new colours of silver grey, the Queen of the seas yesterday put the days of war behind her and proudly returned to civilian service.

The QE2 sailed from Southampton on her first luxury cruise since her Falklands adventure. The 67,000-ton Cunarder got a royal send-off from an 8,000-strong crowd on the quayside and an armada of little boats after a nine-week, £7 million refit.

Gone was the hardboard deck-covering pounded by the boots of the 2,500 troops she carried on her 16,000-mile South Atlantic voyage. Back in place were her 17 miles of luxury carpeting.

Gone was the helicopter pad over the after-deck swimming pool.

New attractions for the 1,300 passengers paying £550 to £2,500 a head for the five-day trip to New York included a Lido and a health club.

Gone were Army rations. The QE2 carried 20,000 bottles of champagne, two tons of smoked salmon and a ton of caviare.

LOVE

By JANET MIDWINTER

THE HOSPITAL ship Uganda—dubbed the Love Boat—sailed home from war to a hero's return yesterday.

Welcoming ships sounded their hooters and sent huge jets of water into the air as P & O's converted children's cruise ship headed into dock at Southampton.

And as the crowds of relatives and well-wishers cheered themselves hoarse, loving couples disembarked with tales of ship-board romance.

Amid the bombs and bullets of the Falklands campaign, Cupid was busily firing his arrows too.

Head naval nurse Rosemarie Lake and her husband Petty Officer James will soon be having a permanent reminder of their war effort.

The lucky couple spent six passionate nights together in a special cabin set aside for them.

Nurse

Now Rosemarie is expecting a baby.

"Lucky? I should say so," beamed James as they stepped on to the dock, hand in hand.

He was originally aboard Hermes but accompanied injured men to the Uganda and had to stay.

Marine Stephen Hayward, 24, and his wife Jackie had a second honeymoon on the ship.

Couples tell of the agony and their ecstasy in wartime

complete with champagne on ice.

Steve, a medical assistant of 42 Commando Royal Marines, spent a night in the bridal suite with his wife—one of the 40 nurses aboard—after the taking of Port Stanley.

A sympathetic commanding officer arranged for him to be whisked out and back by helicopter as it ferried parties of injured men.

Love blossomed for the first time for 22-year-old nurse Marilyn Gay,

from Ealing, West London, and 24-year-old Nick Thresher.

Nick, from Chipping Norton, Oxfordshire, is a medical assistant with 16th Field Ambulance Group.

Marilyn said: "We had to work very hard during the action and at times it was difficult because I kept being seasick."

"It was wonderful to meet Nick on board and now we are very fond of each other. The journey home has been very pleasant indeed."

Nick added: "We will certainly be seeing each other again. Meeting Marilyn was a very big bonus."

"I don't know where we will go from here. We will just have to wait and see."

Reunion

Uganda's first radio officer Tony Simpson and Assistant Purser Jayne Wilson had to postpone their marriage plans because of the war.

But Jayne of Horsham, Sussex, said: "It appeared trivial because we had so many people here who lost limbs."

"It was a very minor problem when you consider so many women back home will never see their fiancés and boy-friends again."

Now they plan to wed later this month.

Nurse Elizabeth Law had a special reunion with her fiancé Howard Omerod, who was on the Atlantic Conveyor.

He was flown home—but popped the question during a satellite-linked radio telephone call.

BOAT COMES HOME



It's good to see you! . . . Uganda gets a spectacular welcome from other ships as she heads home into Southampton



Honeymooners . . . Steve and Jackie



Parents-to-be . . . James and Rosemarie



Engaged . . . Tony and Jayne

Birthday bubbles

● YOUNGEST nurse aboard, Suzanne Offen, was too busy to celebrate her 21st birthday during the campaign.

● So she made up for it with a bit of the bubbly yesterday.



TRIBUTE TO THE UNSUNG HEROES

THE incredible courage of the unsung heroes of the Falklands was revealed yesterday as the Uganda steamed home.

Amid the tales of heroism by soldiers and naval men, the bravery of the 135 medical staff and the field medics

went almost unnoticed. Lieutenant-Colonel John Roberts, commander of the unit, revealed that 80 members were still aboard the Sir Galahad when it was bombed.

"Instead of evacuating the ship they got straight away to work, and I have countless

stories of people dragging the injured out and dashing back into the flames," he said.

"A sergeant, his hair and pack on fire, managed to put out the flames and drag out a man who had lost a leg."

A total of 730 people were

treated on the Uganda, including 150 Argentines. Only three died.

The "incredible" work of the civilian crew also won high praise from the medical staff. They acted as stretcher bearers as casualties were brought on board.

Nott meets his old pals

A SPECIAL welcome awaited the Gurkhas from their old comrade Defence Secretary John Nott—he used to be an officer in a Gurkha regiment.

He was taken, with other top people on to the Uganda by helicopter to pay his personal tribute. "I feel very privileged to come and see the Uganda just before she returns," he said.

Lessons

The fearless Gurkhas gave Mr Nott a rousing reception and he pronounced "They are great soldiers."

There was praise too for the medical staff: "The entire medical team—the nurses, the doctors, the merchant navy crew and field ambulance—have done a magnificent job."

Everybody returning can feel proud of everything they have done."

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Metro 1.0	£136.84	£31.58
Metro 1.0 'L'	£152.11	£35.10
Metro 1.0 H.L.E.	£161.94	£37.37
Metro 1.3 'S'	£171.72	£39.62
Metro 1.3 Automatic	£183.40	£42.32
MG Metro	£184.22	£42.51
Metro Vanden Plas	£186.77	£43.10
Allegro 1.3 H.L. 2-door	£151.88	£35.04
Ital 1.3 'L' 4-door	£160.37	£37.00
Ital 1.3 H.L. 4-door	£171.25	£39.52
Ital 1.3 'L' Est	£178.04	£41.10
Ital 1.7 H.L. 4-door	£180.22	£41.58
Ital 1.7 H.L. Est	£189.00	£43.61
Morris 440 Van	£152.84	£35.27
Morris 575 Pick-Up	£163.23	£37.67
Acclaim H.L.	£180.92	£41.75
Acclaim H.L.S.	£192.00	£44.31
TR7 Convertible	£258.73	£59.71
Ambassador 1.7 H.L.	£222.74	£51.40
Ambassador 2.0 H.L.	£233.63	£53.91
Rover 2600S	£372.28	£86.00

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Diana gives Gloria's show a spin

RADIO listeners will soon have a chance to get on the hot line to Diana Dors — when she takes over Gloria Hunniford's phone-in. The chatty actress will be standing in on the lunchtime Radio 2 programme in two weeks time, when Gloria goes on a fortnight's holiday. "There'll be lots of guests as well as music," said Diana yesterday. "I'm really looking forward to it. "I'm a great talker... it's the thing I do best."



Diana, still recovering from a major operation, used to host a chat show on TV. But this will be the first time DD has been a DJ. "We're planning to have showbiz people for listeners to phone up," she added. The Sun told yesterday how Diana was delighted while in hospital to find she had a step-daughter. Husband Alan Lake's secret love child, 16-year-old Catherine Emma, decided to contact him for the first time.

HOLIDAY TRAGEDY

A SIX-YEAR-OLD watched in horror as his playmate was killed by a hit-and-run motorcyclist. Victim Jason Cox, 7, from Doncaster, South Yorks, was spending his summer holiday with little Guy Day in nearby Conisbrough. But tragedy struck as the boys were running an errand. Guy's mother found Jason at the roadside and he died 17 hours later in hospital. Police said yesterday: "We believe Jason ran into the road but we must speak to the rider."

DANGER DRUMS

Holidaymakers in Norfolk and Lincolnshire were warned yesterday not to touch any blue drums washed ashore — they contain dangerous chemicals.

Day Two of an exciting Sun series

MISTER IP—THE BAIT IN AN SAS TERROR TRAP

● THEY are the world's top fighting force—the mysterious heroes of Britain's SAS. ● Everyone knows of them. But few people

know much about them. ● Now for the first time former SAS men tell their own true stories — only in The Sun.

THE TINY Chinese wearing only football shorts and wellies ignored passers-by as he danced, up and down in the street, apparently wrestling with an invisible foe.

The reason for the get-up is that Mr Ip Kwong-lau likes to keep cool when he is preparing king prawns and bamboo shoots.

By COLIN DUNNE

And the reason for the dance was that Mr Ip was demonstrating how to remove a bayonet from a Japanese corpse.

Charge

He was taking a trip down memory lane, which in his case is well-stocked with corpses.

Mr Ip, the genial and charming proprietor of the Ip Sisters takeaway in Union Street Hereford, was an SAS man.

The bayonet incident happened soon after he had joined the British Army in 1941 to fight the Japanese.

In his first charge he drove his bayonet through a Japanese soldier. Then he found he was too slight to get it out of the corpse — and there were plenty more Japanese coming at him.

So Mr Ip hopped up

and down on the body, tugging at his rifle until he freed it.

He says: "That was the only time I was frightened."

"After that I saw that life was very cheap and I didn't worry any more."

After the war he was invited to join the SAS to fight in the Malayan emergency in the Fifties.

He hunted terrorists in the rain forest, tracking them, then setting ambushes. Jungle patrols often lasted three months, and they would emerge from them stinking, filthy and exhausted.

But even his nerves were tested when he had to wear a Communist uniform to slip into the jungle to meet the enemy.

He would lead them to a pre-arranged spot



Mr Ip in the SAS... and today stripped for action as a Chinese chef.

where they expected to find supplies.

Then Ip would fling himself to one side as his SAS colleagues opened up with automatic weapons and grenades.

Risk

He says: "The most worrying thing about it was the risk of meeting some of our boys who wouldn't recognise me in the Communist uniform."

He left the SAS in 1969, when he was 50, and opened up the shop which he named after his

daughters. "The SAS man has to have a good character and self-discipline," he says.

"No one tells you what to do and the soldiers and officers are on equal terms and go out for a drink together."

IF THERE is one thing more dangerous than being an SAS man, it is being an SAS man with a Belfast accent.

Tom is such a man, and that is why he does not give his surname, nor the address of the glass-fibre company which he now runs.

He was a demolition expert with the SAS for 12 years and saw action in Aden, Borneo and Oman.

He will not say whether he worked in Ulster, where the SAS do some of their most secret work.

He did 22 years in the Army with the Irish Guards and the Paras before joining the SAS.

Snow

To get in, he had to trek across the Brecon Beacons in January in knee-deep snow.

"I knew if I didn't keep going, I'd die out there," he says.

"Others have done. It was evil."

"But I did keep going and that really is what the SAS is all about — determination."

Out of the 132 who took the test with him, only 17 finished.



PICTURE: HARRY PAGE

Now see the SAS movie with THE Sun

★ WHO DARES WINS is the first movie to be made about Britain's elite fighting squad — the SAS. And you can see it first with The Sun.

We are holding special charity previews of the film—starring Lewis Collins—at 16 cinemas across Britain.

★ Tickets for the exclusive midnight screenings go on sale at box-offices today. But you'll have to be quick, because The Sun screenings are certain to be sell-outs.

Tickets cost £3 each and the money will go to



LEWIS COLLINS Fighting role

boost the South Atlantic Fund for the heroes of the Falklands.

★ All the shows will start at midnight, and the doors will open at 11.15.

The special showings will take place at each of the following cinemas: Birmingham, Gaumont (August 27), Blackpool, Odeon (August 25), Bournemouth, Gaumont (August 27), Bristol, Odeon (August 27), Cardiff, Odeon (August 27), Exeter, Odeon (August 27), Glasgow, Odeon (Sept 3).

★ Leeds, Odeon (August 27), Liverpool, Odeon (August 27), Manchester, Odeon (August 27), Newcastle, Odeon (August 27), Plymouth, Drake (August 25), Portsmouth, Odeon (August 27), Sheffield, Gaumont (August 27), Southampton Odeon (August 27), Torquay, Odeon (August 28).



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Trials of a hero whose Argy invasion warning was ignored

MY ENDURANCE TEST

BY CAPTAIN OUTSPOKEN

By TONY SHIPMAN

ANGRY skipper Nicholas Barnes sailed home with the Falklands ship Endurance yesterday ... filled with fury at attempts to discredit him.

He said: "Much has been said about my part in the lead-up to the Falklands conflict. And quite a bit has been said about my own professional life."

The Royal Navy's top brass are said to be furious with him for revealing that he warned the Foreign Office about an invasion TWELVE days before it happened.

Yesterday, after his ice patrol ship returned to a triumphant welcome at Chatham naval base, the normally outspoken captain decided to remain tight-lipped.

He said: "This is a day of great pride to us, and I don't want to become involved personally in the politics of the situation."

Conflict

The controversial captain will be relieved of his command of Endurance next month after a two-year term of duty.

He said: "I always knew I would be relieved when the ship returned."

"I don't know where I'll be going next, but I very much want to stay at sea."

His ship was in thick of the Argy conflict from the the start.

The Endurance was the only Royal Navy ship in the South Atlantic at the time of the Argentine invasion.

And from that day she played a cat-and-mouse game with enemy ships who were always on her trail.

Greeted

It was two of the Endurance's Wasp helicopters that knocked out the Argentine sub, Sante Fe, moored off South Georgia.

And it was the Endurance which landed troops on South Georgia, and later rescued British scientists and wild-life film makers Cindy Buxton and Annie Price.

The two girls were among the thousands who greeted the ship home yesterday.

And also among the chanting throng were three lovely girls with a special welcome for their boyfriends.

Sandy Henshaw, Sharon Deadfield and Marian Evans wore sexy suspenders and see-through petticoats ... showing saucy tattoos emblazoned on their bare boobs.

Said Sandy, 24, from Portsmouth: "This is just our way of saying 'I love you' to our boys."

Falklanders want Hunt called home

FALKLAND Islanders want Civil Commissioner Rex Hunt called back to Britain.

They claim he is a symbol of British colonialism at a time when the Islanders are demanding a bigger say in running their own affairs.

Several leading residents backed the "Hunt must go" view in an LBC radio-link-up with the Falklands.



Captain Barker ... he is angry at attacks



MY BABY ... sailor Clive Barnes with wife Julie and the daughter he hadn't seen

Captain Death's last evil trick

THE crew of Endurance spoke of the last "dirty trick" of the Argies' notorious Captain Death — Commander Alfredo Astiz.

He mined a South Georgia beach and asked British troops to go ashore and surrender.

Chief stores accountant Tom Scott, 37, said: "We had S.A.S. men on board who thought he might have mines hidden—so they went in through the 'back door'".

Astiz — who earned his nickname by leading death and torture squads—was caught trying to escape and held on Endurance before being moved to HMS Dumbarton Castle, which also sailed home to Rosyth yesterday.



CHEERS, SON! Medical officer Keith Adams toasts son Philip

The Who go 'live' for the last time

From BAZ BAMIGBOYE in New York

SUPERSTAR rockers the Who next month start a series of farewell concerts on both sides of the Atlantic, they revealed last night.

The tour marks the group's 20th year together.

It kicks off in Birmingham for two nights, then swings across to Maryland, USA, on September 22, ending at New York's Shea Stadium in November.

Periods

The Who do not plan to break up—just to stop touring.

They will get together for recording.

Lead singer Roger Daltrey said in New York that this tour will also include small venues.

Guitarist Pete Townshend predicted two months ago that the group might break up because "we don't want to go through these periods when our fans don't know what's gonna happen next."

RED BRIGADE

Two youths and a girl were charged yesterday after the town of Cirencester, Glos, was literally painted red by vandals with spray cans.

The pain and irritation of itch-scratch-itch!

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Soothes irritation of rashes after measles and other infections.

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Ask your chemist for DERMIDEX.

DERMIDEX SKIN MEDICINE

Ship-shape and fancy free

NOW is the time for all good men to come to the aid of their reputations. Hardly a day seems to pass without someone connected with the whole Falklands saga proving that they would have done a better job if only they were able. There's the journalists saying they would have done better, if the Defence Ministry had let them, the Defence Ministry implying it was all the fault of the Foreign Office, the Foreign Office attacking the Defence boys. It's got so a chap doesn't know whom to blame.

And then there's Captain Nicholas Barker, who is out to prove he's blameless. He's the captain of the 'Endurance,' which, prior to the Argie invasion, was the only British ship in the Falkland area, and therefore rather important. He's been

implying that he could see the invasion coming.

As it's mud-slinging in the national interest time, it therefore seems relevant to note that at the time he was supposedly warning of the dangers to our security, he was being carpeted by the British ambassador in Buenos Aires for being a possible security risk.

Captain Barker was reprimanded by the ambassador, Anthony Williams, because he was having an affair with one of the embassy's social secretaries, who was an Argentine. He was told that his position as captain of Britain's only ship in the area made him particularly vulnerable to the dangers of loose pillow talk, let alone blackmail and that the relationship should end forthwith.



PENDENNIS

Peter Willmore

New war on hidden Falklands killers

by Jon Connell and Mark Hosenball

AS THE British Army attempts to clear the thousands of Argentinian mines which have been sown around Port Stanley in the Falklands, an American "high technology" company has come up with a possible answer.

The mines are made of plastic, and so virtually impossible to clear with standard metal-detectors. One soldier has already died and eight others have been injured in attempted clearances. But Cubic Corporation of San Diego, California, has developed a new kind of detector that works not by identifying metal but by picking up inconsistencies in the soil.

Cubic Corporation recently rushed 10 of the new detectors, known by the symbol AN/PRS-8, to a London company, United Scientific Instruments, which looks after its interests in Britain. United Scientific passed the detectors on to the Ministry of Defence, which is carrying out tests on the "anomaly detectors", advised by a United Scientific engineer, with a view to possible use in the Falklands.

The detector sends out radio waves and receives signals back from the soil, like a hand-held radar machine. The operator, who wears headphones, hears a constant tone which fluctuates when inconsistencies are picked up.

Cubic Corporation, which is currently designing a new automatic fare-collection system for London Transport, has already signed a contract with the US Army to supply more than 1,000 of the new detectors.

Cubic Corporation and United Scientific Instruments, which make standard metal mine-detectors for the British Army, is optimistic about their product. But they recognise the peculiar difficulties raised by ground conditions in the Falklands. Although the AN/PRS-8 is calibrated so that it does not react to every moderate-sized rock, the rough terrain round Port Stanley—much of which is peat bog interspersed with pools of water and outcrops of rock—will prove a formidable test for any detector.

The ministry, however, remains understandably cautious about the Cubic Corporation's detector, which it says is just one of several devices being examined. So far, said a spokesman last week, nothing had proved "very satisfactory."

But the problem the army faced was altogether different from usual military clearance operations, which take place in wartime where an element of risk is acceptable and where the aim is simply to "maintain mobility." "What we face now is having to achieve 100 per cent clearance of an area in peacetime, and that is a wholly new requirement."

Some Port Stanley residents are so fearful of a future amid, on one estimate, 11,500 mines, that they have suggested moving the Falklands capital away from the town to Port Louis, 25 miles up the coast.

Falklanders may 'farm' for salmon

ONE new source of wealth for the Falkland islanders may be salmon "ranching", which is already prospering in the Orkneys and Shetlands—and in Chile. It is one of the ideas being investigated by the man recently appointed as the Falklands' development officer, 61-year-old John Reid, writes Brian Hannan.

The method used is to spawn thousands of salmon close inshore, then let them swim freely out to sea. When mature they come back instinctively to the same place, and the "ranchers" are waiting for them. The salmon used are not Scotch but Coho from the northern Pacific.

Reid, who is industrial development officer for the Borders Regional Council at Berwick, says salmon ranching would fit very well into the Falkland economy. "Salmon ranching is at its most labour-intensive at a time when it's very quiet on the sheep front." And there would be a captive market for the salmon: the 4,000-strong British garrison.

Other types of commercial fishing are also being discussed, as well as horticultural schemes. Reid plans to spend the next two months listening to proposals, then go out to the Falklands towards the end of October.

Falklands issue back with UN

New York: Argentina and 19 other Latin American countries yesterday submitted the Falkland Islands question to the agenda of the UN General Assembly session which opens on September 21.

They said in a letter to the Secretary-General, Mr Perez de Cuellar, that the UN should call on Britain and Argentina to renew negotiations as soon as possible under UN auspices to settle their differences about the territory.

The signatories, all foreign ministers, described the Falklands as a colonial issue of grave concern to all Latin America. They said they wanted a peaceful solution to the sovereignty dispute.

The General Assembly was the appropriate forum to raise the matter and the world body should appeal to the parties to renew negotiations as soon as possible under UN auspices with the aim of achieving a peaceful settlement, the Latin American leaders said.

Countries involved in the move are: Argentina, Brazil, Costa Rica, Bolivia, Colombia, Cuba, Ecuador, Mexico, Panama, Peru, Guatemala, Honduras, Nicaragua, Paraguay, Dominican Republic, Haiti, Venezuela, El Salvador, Uruguay, and Chile.—Reuter.

Falklands get attorney-general to cut development red tape

By Malcolm Dean

For the first time the Falkland Islands government will have its own Attorney-General. But the main reason for the new post, announced yesterday, is economic rather than criminal: there are only four policemen on the islands.

The aim is to avoid legal delays in the commercial development of the islands. A spokesman for the Overseas Development Administration, which will be subsidising the new post, said it would mean that "the islands' development plans will have the backing of an authoritative, localised legal service."

Talks with London on the drafting of new legislation, including land policy and the control of mineral and maritime resources, will be reduced substantially.

The man selected for the new job is Mr Michael Gaiger, aged 50, of Withiel, Cornwall, who has spent 13 years overseas including spells in

Uganda, Papua-New Guinea and Vanuatu, in the New Hebrides. In his last post, Mr Gaiger helped set up the office of Attorney-General.

Miss Eryl Thomas, of Swansea, has also been appointed by the ODA as a new registrar-general for the Falklands. The last registrar-general was expelled by the Argentinians after he was caught photocopying the Geneva Convention on the rights of occupied countries.

Miss Thomas's last post was in Kiribati — the old Gilbert and Ellice Islands — in the South Pacific. Her duties will include serving as the judge of the Falklands Supreme Court to hear serious cases and appeals from local magistrates, and acting as registrar of lands and mineral rights.

Miss Thomas said yesterday that she had spoken with her predecessor and was pleased at the informality of the Falklands. "I will not have to wear a wig and gown which I had to do in Kiribati. This was incred-

ibly uncomfortable and ridiculous."

Miss Thomas, who is 32, said she thought she had been given the appointment because of her background in commercial law. She had worked as a legal adviser to both an oil and bullion company in London before going out to Kiribati, where she had been a state advocate and registrar of companies.

She thought there would be less need to modify English common law in the Falklands compared to Kiribati, which had had a large indigenous population of about 60,000 with their own language, traditions and customs.

How did she survive in remote communities? "I love cooking, I play bridge and I'm addicted to thrillers. I have read five a week for the past two to three years. My only trouble now is knowing how many winter clothes to buy. I hardly have any because I didn't know where I would be going when I got back from Kiribati."

Mine detectors sent to islands

By Stephen Cook

Five mine detectors bought from America are being sent to the Falklands to help in the search for plastic mines laid by Argentine troops. Instead of detecting metal, they register any anomaly beneath the surface of the ground.

The Ministry of Defence said

yesterday that the detectors, made in San Diego by the Cubic Corporation, would pick up roots, stones and even patches of moisture. Operators would have to dig up all of these in case they were mines.

A spokesman said yesterday that machines used by treasure hunters and made by a British company are also being sent out to try to locate plastic

mines, which have proved one of the most difficult problems the Army has had to deal with.

Islanders have reportedly been fearful of leaving their homes, because of the mines, and sheep, cows and horses injured by the mines have had to be killed by the Army. One soldier has died and eight others have been injured in mine-clearing operations.

Navy's plea for subs ignored

by ADAM RAPHAEL,
Political Editor

THE GOVERNMENT rejected advice given by the Commander-in-Chief of the Fleet, Admiral Sir John Fieldhouse, that British hunter-killer submarines should be sent to the South Atlantic as a precautionary measure soon after the Argentine landing on South Georgia on 19 March.

By the time two nuclear submarines, HMS Conqueror and HMS Spartan, were finally sent, only days before the invasion on 2 April, when evidence of Argentine intentions became overwhelmingly clear, it was too late, according to high-level Whitehall sources.

They believe the war could have been averted if the Cabinet's Defence Committee, chaired by the Prime Minister, had appreciated the seriousness of the situation and had acted more swiftly on the warnings given by its naval advisers.

Sir John said last night: 'I can make absolutely no comment. My clear duty in the circumstances is to say nothing.'

The minimum sailing time to the Falklands for a nuclear submarine travelling at its top speed of 34 knots is said by defence sources to be 10-12 days, depending on the departure point.

The Privy Councillors' inquiry set up under the chairmanship of Lord Franks will thus need to focus on the chronology of the events leading up to the war.

It has still not been explained why submarines were not sent earlier to the South Atlantic, particularly in view of advice known to have been given by both Foreign Office Ministers and Defence officials.

Despite semi-official denials of THE OBSERVER's story last week that the Foreign Secretary at the time, Lord Carrington, had also advised that submarines should be sent soon after the South Georgia landing, it has been confirmed that the account given was essentially correct.

It has yet to be explained why there was so much resistance to sending submarines despite the growing volume of intelligence arriving in the first weeks of March.

High level defence sources acknowledge that reports of heightened Argentine naval activity and combat training flooded in during the early months of the year.

Contingency plans for a British naval task force appear to have been set in train several weeks before the actual Argentine invasion. But nothing appears to have been done to pre-empt it.

The key argument in Whitehall revolves around the precise timing of the request for submarines.

The Defence Secretary, Mr John Nott, believes that as soon as a formal request was made submarines were immediately dispatched.

But it is known that in the early part of the last week of March Foreign Office Ministers were canvassing the need to send submarines as a precautionary measure.

The fact that both Lord Carrington and Sir John appear to have been overruled by the Cabinet's Overseas and Defence Committee will need to be explored by the Privy Councillors' inquiry, if responsibility for what went wrong is to be fairly placed.

Another controversial episode that the inquiry will have to examine is the effect on Argentine intentions of the Government's announcement early this year that it was planning to withdraw HMS Endurance from the South Atlantic.

'Bigotry' in the Falklands

THE ASTONISHING article by Simon Winchester (page 13, August 1), who was "thrown off the Falkland Islands by the invading Argentinians on April 3", might encourage the Falkland islanders to follow their example.

Winchester, of all people, should be in a position to understand the new-found "red-rav bigotry" of the Falkland islanders towards the Argentinians, having been imprisoned himself by the Argentinians for some weeks. He also has first-hand experience of the hardship and destruction left by the Argentine occupation.

To describe the islanders as "an utterly supine people" is not only rude, but shows a depth of ignorance about island people, and Falkland islanders in particular, that is unforgivable. As a Falkland islander, I admit to some partiality, but I can assure you that my compatriots have long endured a rugged life against an increasingly insecure political background, and have done so with little complaint and with correspondingly little attention from Britain.

The liberation of the Falklands by our British forces was reason to be grateful and relieved, and there has been no shortage of gratitude expressed

by the islanders. The liberation was, however, no reason to suppose that the insecure political background was disposed of—indeed the same old problems still exist in a modified form, and thankfully the present government has now pledged its attentions to relieve these problems.

In a small community many and various opinions are expressed, and to draw selectively from these is dangerous. I submit that Winchester's article was tendentious and profoundly damaging to the cause for which many British servicemen died.

M V Summers
Richmond, Surrey

THE SUN SAYS

The moaners

ONLY a few weeks after their liberation by British forces Falkland Islanders are beginning to moan about their lot.

They are said to mistrust Britain, resent the return of the former Governor Rex Hunt and fear for their future.

It's enough to make you sick.

We didn't send a Task Force 8,000 miles, lose 250 gallant men and see some of our finest ships sunk for this carping.

Of course there are post-war problems: dangers from undiscovered mines, the inconvenience of a large garrison of troops.

But it is a far cry from the permanent Fascist dictatorship they would have faced without our swift intervention.

The Sun has two words for the islanders: Belt up.

Falkland crackshots —with no guns

by Ewen MacLachlan

THE Falkland Islanders are to send a two-man team to this year's Commonwealth Games—to compete in rifle shooting events.

Gerald Cheek and Tony Patterson are both experienced shots, who plan to fly to Britain for practice at Bisley before continuing to Brisbane for the Games in September.

They have been unable to get in any practice recently as their rifles were confiscated by the Argentinians and their rifle range destroyed.

Mr Ted Needham, chairman of the Falkland Islands Company, which is paying £3000 of the team's expenses, said: "The team should be a great boost to the islanders' morale. We can be sure that since they come from the Falklands they won't give up easily."

"We arranged to sponsor them long before the Falklands conflict when it was suggested that the islands should be represented at the Games for the first time."

"You would have expected them to have had plenty of target practice recently, but in fact their guns were taken off them."

FALKLANDS REVISITED



Hunt returns as civil commissioner but is still seen as "governor"

'The islanders' attitude to Britain is a mixture of mistrust, disappointment and a sullen acceptance of the soldiers'

BEFORE I was so rudely interrupted, I had been preparing an article for this page quoting the last lines of issue number 19—dated March 26—of Port Stanley's own Penguin News. The editor, like most of his fellow-islanders, was at the time greatly exercised by the affair of the South Georgia scrap men, and flayed Downing Street with all his distant might. "A growing feeling of disgust at the British lack of action is obvious in the Falklands," he howled into the storm. "This crisis could erupt into violence."

Last week as our weary Hercules screeched on to the pockmarked runway at Stanley and zigzagged through the mountains of tangled, rusted wrecks of war, I was greeted by a man from Whitehall. He was bearing issue number 20 of that same brave little paper—the souvenir victory issue, bearing news all visitors to the Falklands should read.

● Simon Winchester was thrown off the Falklands by the invading Argentinians on April 3. Last week he returned to Port Stanley to see how invasion, occupation, war and liberation have changed the islanders

came as a considerable surprise. Until then my preconceptions of my return had been right on target.

I WAS met, with classical symmetry, by the very man with whom I had sheltered from the Argentine bullets on that Friday dawn three months before. Don Bonner, the venerable chauffeur from Government House, keeper and polisher of the famous maroon London taxi, had been huddling under the same bed as I had chosen for what I assumed would be my final resting place.

We greeted each other as long-lost survivors. What

many such stories in the days immediately following the victory.

And until I read the gloomy editorials in the Penguin News I was content to believe that all the islanders were Admirable Bonners in a variety of guises, and that heroism and patriotism, guts and bravado and "Good riddance to the bloody Argies" would be the watchwords of my all-too-brief stay. Instead I found, beneath the veneer of relief and weary cheerfulness, a people deeply changed by the experience of the war fought on their

would love to get rid of all the colonies. We can't trust anyone in London".

Disappointment is particularly strong over Britain's apparent immediate aim of restoring matters to the status quo ante, whatever the islanders might want. (This may seem a complaint that is immiscible with the mistrust mentioned above, but it is one of the curious realities of Falklands life that a man can rail at London's unwillingness to change while at the same time assuming London is planning to sell him down the river.) A typical aspect of this is the common irritation expressed towards the somewhat indelicate rapidity with which Rex Hunt was returned to the islands. Despite his being called civil commissioner, the islanders are not fooled. He is still regarded as governor, and, indeed, calls himself such on the

force already outnumbered fourteen to one by redcaps, what chance the islands seeming like civilian settlements ever again?

General Thorne is well aware of the problem. He wonders whether his men can be dispersed, perhaps centred on some remote corner of Lafonia where they can train in their tanks and get some "Nato-relevant" training during their six-month tours of duty. He promises that his men will do good works until they are blue in the face: bridges, water-mains, sewage treatment plants and all manner of civil engineering blessings will flow from the garrison, he expects—small compensation, he knows, for the declared aims of the army to protect British territory from plunder.

He thinks it will take "many, many years" to rid the Stanley fields of mines. There are more than 11,500

being "re-nostrilled" in England, and will be sent down to try to worry the mines from the soil; various devices are being tried out in laboratories and various fingers are being crossed. But before long, inevitably, a Falklands child is going to be killed picking up what he thinks is a pretty stone.



Thorne: problems

"I just don't know if we can stay," said Duffy Sheridan, my best friend on the island, an American Bahá'í

all we came to the islands for—the walks on the hills, the peace of the beaches, the rides—all that has gone. We can never, never have the confidence that one of our kids won't pick something up, or trip on something left behind by the Argentinians. I'm not saying we're leaving. But all the fun has gone out of staying."

Yet another factor that permeates island life today is one that is perhaps most easily understandable: a passionate hatred—a real hatred—for the Argentinians. "I know I shouldn't say this," said Les Halliday, the island harbourmaster, "But I don't care if I never see another Argy so long as I live."

"Sure, some of them, like Carlos Bloomer-Reeve (the Scots-born diplomat, hauled out of the Bonn embassy to administer the islands on which he had once worked as the Argentine airline

independence. They were, I realised then, an utterly supine people, totally dependent on their link with London, on their lifeline, their puppet-strings. Today, thanks to this awful and unnecessary war—they well realise it was unnecessary, and blame the Foreign Office for allowing it to happen—the islanders' dependence has been doubled and redoubled, and yet they resent it. They mistrust those upon whom they are supposed to depend. They are becoming newly embittered at the realities of the colonial status upon which they have come to rely.

Stir into this unhealthy mixture their new fears for their safety, and their red-hot bigotry towards a neighbour country they at least tolerated six months ago, and you have a political concoction that is, to say the least, unpalatable.



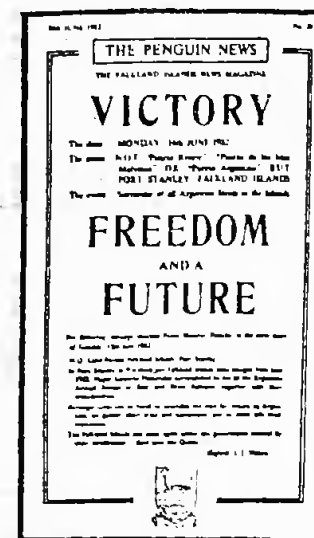
The "Argies" have gone—a roofless house records the war—but the "Brits" are merely tolerated

Victory! yelled the celebratory scarlet headlines. "Freedom, and a Future!" How nice, I thought: a paper so prophetic then, and so filled with optimism now. How wrong I was.

The victory issue was printed three weeks ago; there have been two issues since, and in their columns—columns the men from the ministry do not find it in their hearts to distribute to visiting reporters—some of the cold reality of the morning after is fast becoming apparent. There is talk in the latest number of "witch hunts" and "parasites"; there is stern editorialising of a type never known before in island history. "This colony is an anachronism," the editor bravely declared last week. "It would render the whole horrible affair of the war pointless if we decide against change and go back to the bad old days. And it would also mean the end of the Falkland Islands."

I read those words while I was sitting cosily beside a peat fire, on my first day back on the Falklands since I had been tossed out—stamped "Indesirable"—on the Saturday after the stunning shock of the invasion. The words

had been done during the Occupation? Well, he'd kept the taxi clean, ready for the governor's return. He'd fed the cats of the Foreign Office people who were kicked out. He'd kept everything ticking over for when people came back and of course, as he had expected from the start, people had come back, and had been delighted by his sang-froid, his courage, his grace under pressure. That was what had been expected of the Falkland Islanders, and a grateful British press was delighted to publish



A misleading message

benefit. It would be wrong to say—hard though this may be to believe—that gratitude is now their leit-motif. Their attitude to the British is a mixture of continued deep mistrust, disappointment, and a sullen acceptance of the military realities of the new occupying army amongst them. Six weeks since liberation, and the Falklands people—as distinct from the Falklands establishment—are profoundly unhappy.

THESE, THEN, are the three principal symptoms of the Falklands malaise.

Mistrust, at the peridy of "those bastards at the Foreign Office", runs deeper than ever before. Kevin Kil-martin, in the settlement of Bluff Cove, complained that "before the invasion we were kept in the dark... afterwards the civilian administrators vanished... we are still not being told what is happening to us, what our future is". Terry Peck, the fiery member of the elected council, swears angrily that the Foreign Office mandarins "still have it in their minds to get rid of us... we're just an inconvenience to you in England, especially now we have caused all these deaths and injuries. The bureaucrats

Graham Bound, the young editor of Penguin News, reports innumerable instances of islanders expressing their deep dismay at Hunt's return. "The feeling is that the British should have waited, set up a commission or something, rather than simply send back the same dreary old colonial set-up within hours of the smoke clearing away." I spoke to perhaps 30 islanders while I was there—in Port Stanley, in Goose Green, at San Carlos Settlement. They all asked: "Why on earth did the governor come back?"

Oddly—or perhaps not, depending on your view of the foreign office—Hunt and his associates at Government House are blissfully unaware of this groundswell of opinion. When I asked Hunt at a press conference "Are you aware of any disappointment at your return here as civil commissioner?" he said yes, he was aware that people were disappointed he was back and called commissioner, not governor. I said he had missed the point, and asked the question again.

He looked quite shocked. "No!" he cried. "Everyone is delighted that I am back." After the conference his new foreign office aide, Simon Fuller, came up moderately angry and asked: "I say—was that some kind of kite you were flying? Surely everyone here is delighted that Rex is back?" I mumbled something rude about not believing everything you heard at cocktail parties and beat a diplomatic retreat.

The third aspect of the new Falklands disease—the angry, resentful acceptance of the postwar realities—provides a dreary drumbeat against which the sharper discords are sounded. There are a lot of things the islanders are having to accept. Troops, to start with.

THE HANDSOME major-general who shares Rex Hunt's job, David Thorne, speaks of the need to "distance" his troops from the civilians, and to keep the numbers down to the "absolute minimum needed to provide a match for any credible Argentine attack". Assuming that number is greater than the 42 which John Nott, the defence minister, had felt was the ideal number prior to All Fools' Day, but is less than the 3,000 on the islands today, and assuming that the "distance" between their main garrison and the current capital is no more than a dozen miles, what will the social effects be? The islanders wonder and worry. Of the last 42 royal marines, 14 married Falkland women. What will, say, 2,000 Randy Andies do for amusement? With the Falklands police

twenty miles of the little town—no child can visit a beach, no dairy cow can graze in any meadow, no islander can take his dog for Sunday walks again. "I wish I could promise quicker results. But these mines are terrible things. All plastic, and damned difficult to get out." Scores of dogs are

right. But the majority were strutting, bullying loud-mouths." ALTHOUGH I had liked many of the Falkland Islanders I came to know last March, I must admit that I was troubled by their curious lack of zest or enthusiasm, enterprise or true

landers were a charming but rather dull people. Today with their newly awakened demands, their changed attitudes and their ability to exert—if unwittingly—such enormous pressures on the British electorate, they have acquired the ability to be downright dangerous.

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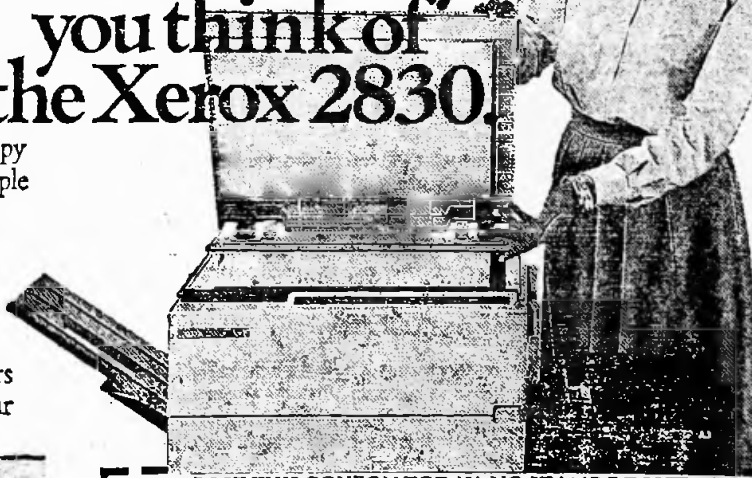
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Tim Jones flies to the Falklands

Hercules with a belly full of strong wills

For British troops flying out of the Falklands the 8,000-mile journey is a mixture of pleasure and perseverance. To reach their destination they are flown backwards and sideways from the pleasant climate of a British summer to the certain cold and rain of a South Atlantic winter.

After a luxurious flight in a VC10 to Ascension Island they encounter the dramatic transition to a Hercules. The seats for soldiers in the VC10 have their backs to the cockpit and those lucky enough to have one in the Hercules find they are situated on the sides of the aircraft so they face one another.

Pioneers of flight would appreciate the Hercules as it shakes and drones at 200 knots an hour on the 14-hour journey south from Ascension.

The first indication that the Hercules flight is not for the faint-hearted comes when the flight sergeant tosses a box of cotton wool to the

soldiers. The box has diagrams on the back illustrating the best way of making ear plugs.

After an hour those who decline the cotton wool change their minds as the noise makes conversation impossible and batters the brain with every turn of the four propellers.

For many there are no seats and they lie on crates of stores or piles of mail bags. Overhead they can see the wires moving as the pilot trims the aircraft through the high headwinds coming from the Antarctic.

Each man is issued with two boxes of food containing a leg of chicken, Spam and cheese sandwiches, a fruit cake and a small plastic bag which describes its contents as a "sinterdental tooth stimulator". This turns out to be a toothpick.

Smoking on board is forbidden as the cabin space is shared by two huge additional fuel tanks. Comfortingly the flight sergeant tells people to be careful when

walking past them as they are "a bit fragile".

When it comes, the in-flight entertainment is a dramatic and chastening experience. It occurs after four hours when the Hercules is refuelled by a Victor tanker. A sense of humour is required to savour the moment.

For the stalling speed of the Victor is about the same as the maximum speed of the Hercules. To overcome this slight technical hitch both aircraft, after they have coupled, dive through the air from 20,000 ft to 10,000 ft. They call it tobogganning and it is not for beginners.

On some flights the soldiers are luckier and their plane is refuelled by another Hercules. The compatible air speeds make it a much smoother operation.

Four hours from its destination the plane is refuelled again so that it can fly back to Ascension if the weather conditions make it impossible to land at Stanley. It is better than the alternative of an

emergency landing in Argentina.

On many occasions unlucky air crew and their passengers have been unable to land at Stanley. The VC10 flight from Brize Norton to Ascension is an extremely pleasant contrast. Courteous cabin staff fuss over the soldiers calling each man Sir as they provide a steady flow of hot drinks and meals. The main course of chicken, sweet corn, broad beans and roast potatoes followed by cheese and biscuits is, by airline standards, excellent.

In the relaxed atmosphere the captain keeps his passengers well informed and even allows himself a little joke about preparing for the bump when crossing the Equator.

Before landing at Ascension, gentlemen are told to ensure that their seat belts are fastened. On the Hercules things are different. Soldiers know they have landed when the wheels hit the ground.

Antarctica

Icing the cake

The British Antarctic Survey has done well out of the Falklands war. Britain's prime minister, Mrs Margaret Thatcher, has decided to bestow an extra £5m (\$9m) on it—doubling its funding for this fiscal year. But though the political rationale is clear, the economic justification for this fit of unaccustomed generosity is less evident.

Antarctica has long been billed as an El Dorado of natural resources. Twelve countries, including Britain, America and Russia, have over 40 bases between them looking at the possibility of large mineral deposits. The 14 signatories of the Antarctic Treaty of 1959 have been trying for the last six years to work out some agreed regime for the exploitation of natural resources.

There is thought to be fish in plenty—and some concern that the area is already being over-fished. Krill—a small, shrimp-like creature high in protein—may be the area's most valuable resource. That is already being tapped, principally by Comecon countries—undeterred by the high

costs—and, to a lesser extent, by Japan. Around 600,000 tonnes of krill were caught last year. Most of it was used as animal feed, though the Japanese are apparently developing a taste for krill-burgers. The FAO estimates that 150m–200m tonnes a year could be caught without reducing the population—which compares to the world's total catch of fish of a mere 70m tonnes a year. Maybe. Nobody quite knows.

Antarctic scientists are much less optimistic about mineral resources. All sorts of deposits have been found—but in disappointing quantities. The only significant find so far has been coal—there in large quantities but rather low quality. Chile reported that it had discovered vast copper deposits on the Antarctic peninsula (an area claimed by Britain, Argentina and Chile). But when an American team went to investigate, it found quantities barely worth mining in the best of conditions—let alone Antarctic ones. There is some molybdenite (used in steel alloys), but, again, not enough to make it worth extracting.

Some 60m years ago, Antarctica was part of the same land-mass as South Africa, and its geological structure suggests that it may have similar deposits of valuable minerals like chromium and uranium. So far, there is evidence of chromium only in small quantities and a radioactivity survey of the continent, being conducted by the University of Kansas, suggests that there is not much uranium either.

The real problem is that only 2% of the continent is free of shifting layers of ice up to 5km deep. Drilling through those would be nigh-on impossible. Only large deposits of a valuable mineral on the other 2% would make exploitation in Antarctic conditions worthwhile.

The chances of such a deposit being found look slim. But there may well be South Sea oil. The geological structure of the area, and the fact that Antarctica used to be a neighbour of the Bass Straits field between Australia and Tasmania,

See any resources?



suggest its presence. No one has actually found any yet. Estimates of how much there may be range from 50 billion barrels to none.

If oil there is, the problem would be getting it out at an economic price. With today's oil prices—and today's technology—the prospects look bleak. The continental shelf of Antarctica is 2,000 feet deep, compared to 600 feet in the North Sea. The weather is horrid.

One of the scientists in the American Antarctic team estimated that the price of oil would have to be 10 times its present level for Antarctica to tempt oil companies. Producing oil from coal would be economic long before then.

While there may be plenty of reason for countries to jockey for position in Antarctica for the long term, hopes (or fears) that the area could prove a resource bonanza in the near future look a load of old krillswallop.

6th August 1982

THOSE LEFT BEHIND

The springs of charity feeding public appeals gush or slacken in ways that are little related to the comparative needs of recipients or even perhaps the comparative heroism of the sacrifices in which they have their origin. The fact was dramatically illustrated by the Penlee lifeboat disaster fund, and by the disparity of treatment accorded to its eight beneficiaries on the one hand and to the widows and orphans of lifeboatmen drowned in all previous disasters on the other hand. In setting up the South Atlantic Fund for the dependants of the casualties in the Falklands expeditionary force the Government learnt from that example. It wisely retained the widest discretion for the trustees and allowed for the money subscribed to be channelled through the well-established service charities.

The fund stands at nearly £11 million. Half has been passed to service charities or applied to the relief of immediate financial needs. Another quarter is earmarked for the payment of £10,000 to each bereaved family. The balance will be available for special needs as they emerge in the future.

This is excellent (and the fund is not yet closed); but the expected anomalies and contrasts are beginning to show. The separate charitable appeal that was launched for the Falkland Islanders themselves with the modest target of one million pounds had raised less than a tenth of that amount by the end of last

month — the British public's solicitude for the islanders' welfare standing in marked contrast to the British Government's solicitude for their civil rights.

The general secretary of the British Legion has drawn attention to another anomaly. The administrators of the South Atlantic fund will seek out and promptly pay £10,000 to the widows of servicemen killed in the Falklands campaign. The widows of servicemen killed on active service in Northern Ireland may achieve similar compensation under the provisions of the Criminal Injuries Compensation (Northern Ireland) Act, but they have to get it, as do the dependants of civilian victims by instituting legal proceedings on their own initiative. The principle of the compensation is to maintain the family's financial position as it would have been had it not lost its man. The minimum sum is shortly to be raised to £10,000, which is what the average paid out now stands at. Most cases are settled without difficulty or court appearances, but not all.

The stress and the delays attendant on legal proceedings that some widows endure are a poor reward for their dead husbands' service in Northern Ireland. Whether it is in the popular glamour of the victorious Falklands expedition or in the shadows of the interminably inconclusive counter-subversion duties in Belfast, death is no less final, its circumstances no less possibly horrific, bereave-

ment no less acute, need no less pressing. As for the estimation of those duties: in Ulster one and a half million, not 1,800, civilians are at risk; the territory is a province of the national homeland, not a dependency in another hemisphere; the national interest at hazard there is more weighty and more direct.

This difference of treatment, it is fair to say, is more of manner than substance, and is in respect of only one element in the total relief to which the widows of servicemen who die on active service are entitled. All, irrespective of the theatre of operations, receive three extra months of their husband's pay (or six if there are children), a tax-free gratuity (which varies according to rank and length of service, and may be between £10,250 and £14,500 in the case of a sergeant), and a tax-free war widows pension (currently just under £40 a week) together with taxable but index-linked service pension (they would combine to give a sergeant's widow over 40 with two dependent children £8,000 a year).

These conditions have been much improved of late, and they are a great deal better than anyone experienced in either of the great wars of this century. But they have opened up too wide a gap between those who qualify under the recently introduced changes and those whose loss occurred before the changes were introduced. There is a very real inequity there which ought not to be left simply for time to liquidate.

Bignone outlines plan for civilian rule

BY JIMMY BURNS IN BUENOS AIRES

ARGENTINA'S President, Gen Reynaldo Bignone, has announced the broad outlines of a political statute to regulate the organisation of existing parties.

The move is designed to reassure the civilian opposition that the military regime intends to hand over power to a democratic government by March 1984 as promised.

The draft statute provides for the reorganisation of political parties within a maximum period of 13 months and a minimum of eight.

To qualify for participation in future elections, parties will be obliged to register a specific percentage of the country's voters as members, and draw up electoral lists in a minimum of five provinces.

This stipulation is intended to streamline national politics. Of the 16 national parties listed before the 1976 coup, only six are currently large enough to meet the proposed statutory minimum membership requirement.

The draft law, however, leaves open the possibility of electoral alliances.

The Peronist and the Radical parties, traditionally the two main political groupings, are ex-

pected to gather the largest number of members under the proposed law.

The announcement of the statute should usher in a period of feverish political activity over the coming months.

At the moment the temperature of Argentine politics is still largely conditioned by the confusion which reigns within the military in the wake of the Falklands defeat.

Gen Bignone on Tuesday publicly contradicted a statement made the day before by the air force chief, Brig Gen Basilio Lami Dozo. Gen Bignone said his Government did not support the creation of an official military-backed party.

On Monday, Brig Gen Lami Dozo said the envisaged party should group all Argentines "who felt identified with the ideals and objectives" of the 1976 coup.

The idea was strongly criticised by politicians and trade union leaders. Sr Deolindo Bittel, the Peronist leader, said he was "shocked" by the statement.

"The surprise announcement appears to cast new doubts on the President's solemn promise to hold elections before 1984," Sr Bittel said.

12th August 1982

Argentine navy claims Falklands 'incidents'

BY JIMMY BURNS IN BUENOS AIRES

THREE ARGENTINE fishing trawlers have been intercepted by British warships near the Falkland Islands in separate incidents over the past week, the Argentine Navy claimed last night.

In London, the Ministry of Defence confirmed the first incident, which occurred last Friday. The trawler "Arengus" was buzzed by a British Sea King helicopter and a Sea Harrier jet before being intercepted and escorted.

According to the statement released in Buenos Aires last night, the trawler agreed to abandon the area after "making a formal protest because it was in Argentine waters."

The incident is thought to be the first of its kind between Britain and Argentina since British forces recaptured the islands in June.

According to Buenos Aires, the two other incidents occurred on Tuesday and involved Argentine fishing vessels and British warships. The

Ministry of Defence in London refused to confirm or deny the reports, but a spokesman said that the incidents were possible.

The Argentine Navy said that the fishing boats were sailing off the west coast of the Falklands in the direction of Ushuaia, in southern Argentina.

The navy did not detail the exact position of the trawlers when they were approached by the British, although a naval spokesman said last night that he assumed that they had been within "100 miles of the Falklands coastline." He denied that the boats had been engaged in any activity other than fishing.

Last month, the British Government announced that it was establishing 150-mile "protection zone" around the islands as a precautionary measure, in view of Argentina's refusal to declare a formal cessation of hostilities.

The British insist that no Argentine vessel or aircraft can enter the zone without

prior permission from the island authorities. It is understood that in none of the three incidents was permission sought by the trawlers.

Diplomats suggested that Argentina could be preparing to make a major issue out of the incidents, as the presence of the trawlers in Falklands waters touched on the sensitive issue of sovereignty.

The French External Relations Ministry confirmed on Tuesday that the embargo on arms supplies to Argentina had been lifted but denied that any further weapons had already been sent. David White reports from Paris.

It said a series of contacts had been held on the evolution of the Falklands situation and that it had been decided there was "no longer any reason" to maintain the embargo, enforced on April 7. France, one of the first of Britain's EEC partners to stop arms deliveries, is the first to end the ban.

12th August 1982

Brazil base for the Falklands

From Tim Jones
Port Stanley

Royal Air Force Hercules transport aircraft have started using a base in Brazil to supply the British garrison on the Falkland Islands.

The arrangement has been reached after weeks of diplomatic talks between Whitehall and Brasilia and if it is successful the cost of the Falklands operation will be reduced by millions of pounds a year.

Relations between Argentina and Brazil are certain to deteriorate, as Argentina will regard the arrangements as an unfriendly act by the country with which it shares a border. Argentina was angry when Brazil released an RAF Vulcan bomber which had been forced to land in its territory during the war.

It became clear on Monday that Britain had made a deal with a South American country when for the first time a Hercules landed at Port Stanley without the rear cone which is essential for mid-air refuelling on direct flights from Ascension Island. Officers are understood to have declared the test run a complete success.

Securing a mainland base is an important achievement as the cost of flying Hercules direct from Ascension is extremely expensive. At least three aircraft are needed to refuel each Hercules on the trip and it has been estimated that each flight costs £750,000.

There are usually two flights a day from Ascension making the cost many millions of pounds a year. With a base in Brazil, Hercules will no longer need in-flight refuelling and the scale of the Ascension operation can be greatly reduced.

Trawlers return, back page

France lifts Argentine arms ban

The following is a selection of points from Tuesday's news:

Paris — After some hesitation, the Foreign Ministry has confirmed that it will lift its embargo on arms sales and deliveries to Argentina (Diana Geddes writes). Britain was informed at the end of last week, but the Argentine Ambassador in Paris was not.

A spokesman said: "As the conflict has ended, there is no longer any reason to continue the embargo." He denied that any arms had yet been delivered to Argentina.

The Government's decision means that the remaining Super Etendard aircraft,

For the Record

equipped with air-to-sea Exocet missiles, promised under a 1980 contract, will now be delivered, probably over the next eight to nine months.

● Britain later expressed its disappointment with the French decision. A Foreign Office spokesman said that Paris had made clear that the decision did not mean an immediate resumption.

● BONN: West Germany will not follow France in lifting the embargo, a Government spokesman said (AFP reports). The German position is that no political solution has yet been found to the Falklands conflict.

● Britain's main airline serving South America, British Caledonian, lost £5m through the Falklands crisis, and as a result may finish this year in the red, according to Mr Alastair Pugh, the managing director (Michael Bailey reports).

● Tel Aviv: Israeli officials were uncertain whether a Government ban on new army sales to Argentina still stood (Moshe Brilliant reports).

Lami Dozo unrepentant

Buenos Aires — Brigadier Basilio Lami Dozo, the outgoing Air Force commander, renewed his call for a new political movement to continue the "national reorganization process", and criticized what he said were attempts to divide the military (Andrew McLeod reports).

Italy and Argentina issued a joint statement calling for a "peaceful solution within the framework of the United Nations" to the Falklands conflict. The statement was signed by Signor Emilio Colombo, the Italian Foreign Minister who was visiting Argentina.

Falklands airstrip: learning from the past

REPORTS that the Government is considering a new 11,000 ft airstrip for the Falkland Islands has revived memories of the building of the present Port Stanley airport by Johnston Construction in 1975.

Johnston Construction, part of the Reigate based Johnston Group, the engineering, building materials and contracting company, had the benefit of building the existing Port Stanley airport when more peaceful relations existed between Britain and Argentina.

None the less the company still had to resolve the problems of building a 4,000 ft asphalt runway, airport terminal facilities and a 5 km road in a windswept and remote part of the South Atlantic more than 8,000 miles away from Britain.

"It took us six months just to prepare all the equipment,

supplies and materials we would need for an 18 month building contract. We even took our own coal to fire the temporary homes shipped out to house the construction team," says Mr Martin King, managing director of Johnston Construction.

"Sailings to the Falklands then took place about every three months, so it was no good thinking of nipping back to London for anything that had been forgotten. Smaller components, however, could be flown out if necessary."

The only other materials imported into the Falklands by the company were cement and bitumen for the runway and the road connecting the airport with the town of Port Stanley. Both these building materials, absolutely essential, were imported from Argentina. This

could be a major headache if plans to build the new airstrip go ahead.

Johnston also used some Argentine labour to complete the £5.4m contract. Some of the Falkland Islanders also worked on the project, together with a team of about 40 sent out from Britain.

"The Falklanders were a useful addition to our team and proved very resourceful with machinery and plant which had broken down in some of the arduous conditions we had to deal with. We never lost a single day's work throughout the entire project," says Mr King.

"The nearest we get in the British Isles to conditions on the Falklands would be in the Orkneys and the Shetlands. The weather is not impossible for construction but it can be very

uppleasant. It is very windy and when it rains it is coming at you almost horizontally."

"All the stone we needed was quarried locally on the Falklands and as the local rock was pure quartzite, the wear and tear on machinery was phenomenal; but with the able assistance of some of the Falklanders and our own engineers we were always able to keep things going."

"Ground conditions were also very difficult and we had to dig out a lot of peat, which can become waterlogged, and other unsuitable materials before filling in with stone and sand and placing the runway on top of the infill material," said Mr King.

Johnston's experience of conditions on the Falklands has already proved useful to the military now in the process of

extending the existing war-damaged Port Stanley airstrip from 4,000 to 6,000 ft.

If plans for a new runway go ahead—and a survey of possible sites is already under way—it seems likely that that the airstrip will be built away from the present airfield. It would have to be large enough to accommodate a wide range of modern aircraft, to make the islands more independent of the South American mainland.

Johnston would clearly like to have a second bite at the cherry if the new airstrip is built. "We would obviously like to assist in any rebuilding project on the Falklands. We have very many happy memories of our time there," says Mr King. "It was rather a unique experience."

A-7.

THE GUARDIAN

23 August 1982

FO 'still wants international solution' for Falklands

CONSERVATIVE backbencher Sir John Biggs-Davidson claimed yesterday that the Foreign Office still intended to "internationalise" the Falkland Islands to pave the way for a takeover by Argentina.

As the task force sailed towards the South Atlantic a plan based on proposals made by Peru would have handed the Falklands over to an administration made up of Britain, Argentina, and the United States.

"I wouldn't be surprised if there were minds in the Foreign Office thinking in these terms," Sir John said yesterday.

Whitehall sources yesterday dismissed the suggestion as speculation and said that if Sir John was seriously concerned at the possibility of a "sell-out," he should be taking the matter up at ministerial level.

Sir John made the accusation in a weekend speech to Young Conservatives in his Epping Forest constituency. He said the Government was taking a soft-pedal, low-key approach to the Falklands Islands. This was exemplified,

he said yesterday, by the absence of any ministerial visit since the victory, and that the Commander of the British troops on the Falklands, Major General Jeremy Moore, had been honoured, not with promotion but with retirement.

A secret intelligence report by Argentina correctly anticipated what the British would do in the invasion of the Falklands, the Sunday Times reported yesterday.

General Mario Menendez, the commander in Port Stanley, received a detailed assessment of British plans to establish a bridgehead near San Carlos rather than attempting to storm Port Stanley, which would have been costly in British and Falkland Islanders' lives.

The forecast was made while the British Task Force was still at Ascension Island on April 17, and relied not on an Argentine spy network but on publicly available information and a knowledge of the British Army provided by the British

Gareth Parry on a Tory MP's claim that policy remains the same

prisoners taken during the battle for Mount Longdon were US nationals and part of a mercenary force. They were apparently wearing Argentine uniforms but carried different equipment from other Argentine soldiers, including American-made telescopic sights. The story said there were unconfirmed reports that the prisoners were shot by British soldiers.

But a Ministry of Defence spokesman said yesterday: "We have no formal knowledge of an incident of this kind. Clearly, if there had been any known incident of this type, we would have done something before now."

The Ministry believes that it is more likely that any American-accented troops were members of the specialist 601 Unit, a crack regiment containing several Anglo-Argentines, many of them educated and trained in the United States.

The Observer reported that a Private Jeffrey Logan of B Company, Third Parachute Re-

giment, said the two prisoners had unmistakable American accents and told British troops that they would have to be sent back to America.

Private Logan, from Barking, east London, is still recovering in hospital from a hand wound. He said that the two highly skilled snipers continued firing until they were overrun, while most Argentine troops fled before the British Paras reached them.

Mr Dafydd Elis Thomas, the Plaid Cymru MP for Merioneth, said yesterday that he was writing to the Defence Secretary, Mr John Nott, asking for the findings of a closed Ministry of Defence inquiry into the Bluff Cove landing, in which 50 servicemen died, to be made public.

Mr Frank Chapple, leader of the electricians' union, has tabled an amendment to a motion at the Trades Union Congress next month suggesting that the TUC records its deep appreciation of the British forces "for their great victory in recovering the Falklands from fascist aggression."

DAILY TELEGRAPH
25 AUGUST 1982

CAPTAIN'S ENDURANCE PAYS OFF

By DESMOND WETTERN
Naval Correspondent

IT is now clear that the Government has decided to retain the 3,600-ton *Endurance* in her commission as Falklands guardship before the Argentines invaded the islands on April 2.

The reversal of last year's decision was due in no small measure to the efforts of Capt. Nicholas Barker, *Endurance's* commanding officer.

Before the ship left Britain in October he enlisted the support of several well-known Antarctic employers and scientists in the fight to keep the vessel in service. Among them were Lord Shackleton, Sir Vivian Fuchs and Lord Buxton, whose daughter Cindy was rescued from South Georgia by the ship.

The *Endurance* was due to have been paid off on her return to Chatham in May this year.

Shortly before the ship left the Falklands for home last month, Capt. Barker said this plan had been one of the "green lights" to the Argentines that Britain would not seriously oppose her seizure of the Falklands.

Return to station

Even the Admiralty Board had reluctantly accepted the plan to pay off the ship—part of the Navy cuts announced in July last year by Mr Nott, Defence Secretary—but they believed that within a few months the Foreign Office would be demanding her return to the South Atlantic.

As a result of pressure behind the scenes in Parliament and Whitehall, Mr Nott agreed to renege the *Endurance* early in March this year and she was listed as part of the active fleet during 1982-83 in the annual Defence Estimates White Paper.

The publication of the White Paper was delayed, however, until late in June because of the Falklands crisis when it was published in its original form without any amendments and still including ships sunk during the campaign.

THE GUARDIAN

19 AUGUST 1982

Council's Falkland grant challenged by Labour

By a Correspondent

Warwick District Council, which wants to send ratepayers' money to help the Falkland Islanders, is facing a legal challenge. The district auditor has been called in to decide whether the council exceeded its powers when it voted to make a grant of £1,160 to the Falkland Islands Appeal.

Although no opposition Labour councillors voted against the idea the local Labour Party is seeking a ruling by the district auditor. The grant represents one penny for each ratepayer in the district.

The issue hinges on interpretation of Section 137 of the Local Government Act, 1972. The local Labour Party maintains that the legislation empowers councils to contribute only to appeals or charities working in the United Kingdom or directly benefiting UK citizens.

Mr Richard Chessum, secretary of the constituency Labour Party said: "We feel it is quite wrong to give money

out of local rates for people 8,000 miles away when the council is cutting services at home."

But Councillor Norman Parker, who proposed making the grant, said the council had wanted to do something to help the islands in the aftermath of the war. The South Atlantic Fund was being well supported, so it was decided to send money to the appeal fund for the islands themselves.

A spokesman for the Department of the Environment said that it was for the district auditor responsible for Warwickshire to make an individual decision about the grant. If he considered it to be misuse of ratepayers' money he could take the council to court.

The Conservative leaders of the council say they have received no other protest about the grant. They concede that a response to a public appeal started to top up the contribution has been disappointing. The public fund stood at just under £700 yesterday, after six weeks of public subscription.

OBSERVER

22 AUGUST 1982

Services row cost 55 Falkland deaths

by ANDREW WILSON

AN ALARMING story of inter-service breakdown and confusion is emerging at a 'closed' Ministry of Defence inquiry into the Fitzroy/Bluff Cove disaster that claimed 55 British lives in the Falklands war.

According to the Navy's account, put to the inquiry last week, an argument with an Army officer caused a fatal delay of two hours in disembarking Welsh Guardsmen from the landing ship Sir Galahad.

(Sir Galahad and her sister ship Sir Tristram, which was carrying ammunition, were attacked by Argentine Skyhawk fighter-bombers when dawn broke over the landing operation. Both ships caught fire and were lost.)

The Navy evidence is that when the ships arrived shortly before dawn on Tuesday 8 June, the major commanding the Welsh Guards detachment objected that they were not in Bluff Cove, the designated landing place, but in the adjacent inlet of Fitzroy. This, says the Navy, was because Bluff Cove proved un-navigable.

The Guards officer allegedly refused to disembark men then because the Fitzroy beaches had not been checked for mines.

While the argument con-

tinued, according to the Navy, sailors loaded two landing craft (LCUs) — there ought to have been four but only two were available—with ammunition from Sir Tristram to be ferried to the beach.

Daylight was now fast approaching; and, according to the Navy, the Sir Galahad's captain reminded the Guards major of the danger of air attack and pressed him to transfer his men to the part-loaded LCUs with all possible speed.

This he allegedly refused to do because to put troops and ammunition in the same landing craft is against Army practice for safety reasons. (The beach, it should be remembered, had not been checked for mines, though it finally proved to be mine-free.)

There were then two separate breakdowns in communication. The Navy commodore in charge of Task Force amphibious operations, who alone could have ordered the Army commander to land, was on the other side of East Falkland at San Carlos, and could not be reached.

At the same time, the approaching formation of Argentine Skyhawks was spotted by radar when it was still half an hour away. The warning was never passed to the ships at Fitzroy.

The bombs rained down

with deadly effect; although 11 Skyhawks were brought down by small arms and light anti-aircraft fire, it was the greatest single disaster of the Falklands war.

The Army will give its evidence to the inquiry this week. Like the Navy, it is disclosing nothing officially. But observers who were in the Falklands at the time of the action expect it to concentrate on three other factors in what amounts to a train of mishaps.

First there was a two-day delay in getting two companies of Guards to Goose Green—the starting-point of the operation to take Port Stanley, of which the Bluff Cove/Fitzroy operation was part. This was apparently because the Navy was afraid of an attack on the assault ship Fearless by shore-based Exocet missiles.

Had these companies been landed earlier, the advance would have started on time and the sea-borne adventure would not have been necessary.

Then there was an alleged two-hour delay in embarking the Welsh Guards on Sir Galahad, which, with Sir Tristram, should have started its three-hour voyage from Goose Green to Fitzroy at midnight.

Finally, there were mechanical failures, including the jamming of a crucial loading ramp.

060 22.8.82

Falkland troops 'saw US snipers'

by Staff Reporters

BRITISH soldiers who fought to take Mount Longdon in the Falkland Islands believe American mercenaries were among the Argentine forces opposing them.

Private Jeffrey Logan, 20, of B Company, 3rd Parachute Regiment, told THE OBSERVER last week that he and other members of his company were convinced that two prisoners taken during the battle for Mount Longdon were US nationals and part of a mercenary force.

They were captured by a platoon of 3 Para the day before the Argentine surrender, Private Logan said. Their captors said they spoke with unmistakable American accents and, though wearing Argentine uniform, were carrying different equipment from other Argentine soldiers, including American-made telescopic sights.

It is unclear what happened to the men, although there are unconfirmed reports that they were shot and left on Mount Longdon by British soldiers angered by their truculent attitude and the number of British lives they had taken. They are said to have fired on stretcher-bearers.

Mount Longdon is five miles from Port Stanley to the north of Twin Sisters mountain. Its capture by 3 Para was part of the final and decisive stage in the Falklands conflict. Private Logan's battalion landed at Port San Carlos on the western side of the island and fought their way to Port Stanley in the east.

The paratroops attacked Mount Longdon from the south-west and came under heavy machine-gun and sniper fire as they went up, fighting back with rockets and machine guns. They lost 17 men and 40 wounded in the 10-hour battle. At one point four men were killed in quick succession and eight more were wounded.

A further six men were killed by mortar fire during the next 48 hours as the paratroops held Mount Longdon.

Private Logan, from Barking, East London, is still recovering in hospital from a hand wound received during the battle.

According to Logan's account, while many Argentine soldiers left their positions before the British paras reached them, two highly skilled snipers continued firing until they were overrun. 'They told my mates that the war was now over for them and that the British would have to send them back to America,' Logan said.

No officers were present when the soldiers were found and they were never told officially about the incident. Officers are, however, somewhat sceptical about the reports.

One alternative explanation for the presence of American-speaking troops on the mountain is that many of the Argentine defenders there were members of the specialist 601 unit, a crack regiment which probably contained many Anglo-Argentines who might well have been both trained and educated in the United States.

The US State Department said last week that it had received no information about Americans being killed in the Falklands or fighting there as mercenaries. The Argentine Embassy in Washington also said it had no information about mercenaries fighting for Argentina.

A Ministry of Defence spokesman in London said: 'We speak on behalf of the forces of the United Kingdom. We have no interest at all in any forces which might have been fighting for anyone else.'

The Ministry had received 'no factual information' about any American prisoners of war, he said.

THE TIMES

20 AUGUST 1982

Mines keep kelpers from peat supply

From Tim Jones, Port Stanley

The Falkland Islands are beginning to suffer from an acute shortage of fuel. With their peat bogs cut off by minefields, the kelpers must wait until the middle of next month for ships from Britain to bring in supplies of other fuel.

The Army is ensuring that no one will freeze, but civilians are having to ration their supplies until the ships and warmer weather ease their situation.

Most homes on the islands rely on peat and their houses have huge stacks of it stored in back gardens.

Peat cutting, a heavy and hard job, usually begins in late spring, around October. Regardless of their trade or profession, men and sometimes women from Port Stanley and the communities in the outlying camp work for weeks to produce enough peat to last for a year.

Throughout summer it is allowed to dry in temperatures that can reach the mid-seventies before being carted to private homes.

But now there can be no more peat cutting for hundreds of families, particularly those in the Port Stanley area which is virtually surrounded by minefields.

The Army is considering ways of retrieving some of the existing ricks but it is reluctant to risk men until fully effective counter measures can be discovered against the plastic anti-personnel mines.

Falkland Islanders last night demanded a bigger say in running the islands. They said Mr Rex Hunt, the civil commissioner, must go because he is a symbol of British colonialism.

The Foreign Office was accused of "going slow" in deciding the Islands' future.

The complaints came from four leading islanders speaking on the first radio link between Britain and the Falklands. The broadcast went out live in the South Atlantic, and was heard in a London Broadcasting Company programme last night.

Many homes supplement their peat with gas or oil but now supplies of these alternative fuels are running low.

Fortunately, the worst of the South Atlantic winter has gone: crocuses and snowdrops are appearing and gradually thermal underwear is being stored away.

But squalls from the Antarctic can depress temperatures dramatically.

The island will not be relieved until the regular supply ship arrives next month. About 10 days later she will be followed by another vessel which has been chartered by the Crown Agents.

Both ships will be fully loaded with large quantities of gas, paraffin and anthracite coal. Labour apart, peat is generally a free commodity on the island. Warm winters

will not be as cheap again for many years.

About 500 British troops serving in the Falklands are still in tents in the cold weather because factors other than housing are being given priority, a Conservative MP has been told (Philip Webster, Political Reporter, writes).

But Mr Peter Viggers, MP for Gosport, who was given the information in a letter from Mr Peter Blaker, Minister of State for the Armed Forces, said yesterday that he had no complaints and that the Government's priorities were "absolutely right".

He added that engineering resources would be devoted first to the extension of the Port Stanley runway and off-loading facilities, and that work on the clearance of mines and removal of abandoned ammunition was continuing.

Work on the erection of prefabricated huts for the troops in tents would start as soon as possible but was unlikely to be before next month.

Two Falkland Islanders appealed at a United Nations' hearing yesterday for self-determination after a row threatened to prevent them from speaking (Reuter reports).

Both men spoke bitterly before the general assembly's de-colonisation committee of the Argentine seizure of the islands last April.

The two, Mr John Cheek and Mr Anthony Blake, described the simple, idyllic life of the Falklands before the invasion, contrasting it with a dangerous and violent existence afterwards.

The UN committee is expected to make a recommendation on the Falklands to the 157-nation general assembly, which has already received a proposal by 20 Latin American countries for a debate on the question at the session opening on September 21.

● Prince Andrew, still in the South Atlantic, is to donate a "personal item" to a Great Falklands Auction being held in London next month.

Mr Malcolm Allsop, auction appeals secretary, said: "We hope Prince Andrew may be able to give us his flying jacket, or something like that".

The organizers expect to bring in most money for the ceremonial hat left behind by General Mario Menendez, former Argentine military governor of the islands.

They hope, in all, to raise at least £50,000.

● The Geestport, which usually imports bananas from the sunny Windward Islands, returned from the Falklands yesterday.

Geestport kept the task force supplied with 2,000 tons of refrigerated food during a three-month voyage and was given a now traditional hero's welcome at Portsmouth.

DAILY TELEGRAPH

20 AUGUST 1982

THE TIMES

20 AUGUST 1982

Royal donations for Falklands auction

By ALISON BECKETT Art Sales Correspondent

PRINCE ANDREW, still serving in the South Atlantic as a helicopter pilot aboard the carrier *Invincible*, is to donate a "personal item" to a Great Falklands Auction being held in London on Sept. 23.

Organisers of the auction to be held at the Royal Automobile Club are hoping the Prince will offer his flying jacket or something of the sort to help them meet their target of at least £50,000.

News of the Prince's offer came from Mr Rex Hunt, the island's civil commissioner, who has given the first telex sent to him by the islanders following their liberation.

General's hat

The Prince of Wales is giving a white china plate bearing his crest in gold, one of a limited edition; and Mrs Thatcher's contributions include a copy signed by her of the Argentine surrender document.

Other highlights range from

lumps of earth taken from Mount Tumbledown and Twin Sisters Mountain when retaken by British forces to a ceremonial hat left behind by Gen. Mario Menendez.

The hat, which was presented to him in April as a national hero for capturing the Falklands, South Georgia and the South Sandwich Islands, is expected to prove the most expensive lot on sale.

One British businessman is already believed to have offered £5,000. But the organisers think there may be bidders trying to buy it back for Gen. Menendez.

Donations for the auction, for which an initial £1 million appeal was launched seven weeks ago, are being gathered at the RAC clubhouse in Pall Mall.

Proceeds will be divided equally between the South Atlantic Fund and the Falklands Appeal which is based at 12 Greycoat Place, S.W.1. The address of the former is South Atlantic Fund, Freepost, SW1A 2YA.



THE TIMES DIARY

A new conflict of interest

The BBC programme *Calling the Falklands* last night gave a plain hint that when the islanders receive their compensation money, they might wish to put it somewhere more profitable than the Falklands Islands Savings Bank, a favourite repository hitherto.

The programme explained that the money from the islanders' 2,000 savings accounts is invested in London by the Crown Agents at current rates of interest, which have been around 15 per cent. The rate paid to the islanders, though, has not changed since 1978. It is five per cent tax-free. The difference profits the Crown Agents and the Falklands Islands government. The latter last year kept £100,000. Its share this year is expected to be more.

The only alternative for sav- ings on the islands is under the mattress or in a current account with the Falkland Island Com- pany. Neither of those pays any interest at all.

DAILY TELEGRAPH

16 AUGUST 1982

Putting a book in it

MY NOTE last week about the coming auction at the RAC premises mentioned that the South Atlantic Fund would benefit, but forgot that some of the money will also go to the Falklands Appeal.

The Fund will help Task Force victims; the Appeal is to help Falkland islanders recover from their ordeal and does seem to have been overlooked.

Under the patronage of Lord Shackleton and working from offices in 12, Greycoat Place, Westminster, it has so far raised £370,000.

Appeals for aid in kind have produced some odd contributions, I hear. Most British publishers were recently asked to boost the islands' library service.

From one source at Henley came a box which included "The Sex Life of the Foot and Shoe" (including a chapter on "pedic sadomasochism"), "The Social History of Christian Polygamy," "How to learn Dutch," and "Folk Tales from Chile."

DAILY TELEGRAPH

13 AUGUST 1982

SOVIET VISIT TO ARGENTINA

A high-ranking Soviet mission has begun a week-long visit to Buenos Aires to discuss strategy over the Falkland Islands conflict at the forthcoming United Nations sessions.

Dr Juan Aguirre Lanari, Argentine Foreign Minister, left Buenos Aires yesterday to visit Venezuela, Brazil and the Dominican Republic, to seek additional support for the negotiations.—U.P.I.

20 AUGUST 1982

ATTEMPT TO GAG ISLANDS AT U.N. FAILS

By ALAN COPPS in
New York

TWO members of the Falkland Islands Council went before the United Nations Committee on Decolonisation yesterday to tell of the islanders hardships under Argentine occupation.

They were allowed to speak only after attempts by South American and Soviet-bloc States to prevent them had failed.

The attempts were led by Venezuela, which demanded that since Mr Tony Blake and Mr John Cheek were not members a sub-committee should be formed to approve their credentials—a time-consuming business that would have delayed and reduced the impact of their statements.

But Mr Frank Abdulla, of Trinidad and Tobago, chairman, ruled that outsiders had frequently addressed the committee and there was no reason why Mr Cheek and Mr Blake should not.

Gratitude to British

Mr Cheek made the point that the only colonialism the islanders feared was that of Argentina. "We believe in tolerance, justice and democracy, and all we know of Argentina suggests the opposite," he said.

Britain was "for us not a colonial power or an imperial power." Of the British, he said: "They are friends, and we are much more grateful to them for protecting our rights at such sacrifice to themselves."

"We feel sure Britain will help us along the road to independence, if that is what we wish."

Mr Blake said that during the Argentine occupation the democratically elected representatives of the islanders were totally ignored, and their right to free speech was subjected to restrictions which, if broken, carried the threat of long imprisonment.

"We saw people beaten and tied up for long periods for listening to English-speaking broadcasting stations," he said.

Pitcairn Island cited

Yesterday Britain made the point that the committee had previously upheld the right of self-determination for Pitcairn Island where the population was only 61. This was in reply to South American claims that with only 1,800 people the Falklands would not be a viable state.

Observers commented that the attempt to prevent the islanders speaking was typical of the way the Decolonisation Committee could be exploited for propaganda purposes.

Only last week the committee backed a Soviet-inspired move condemning the United States for not granting full independence to Puerto Rico.

The United States quickly pointed out that in the last election two parties in favour of continued links gained more than 90 per cent. of the vote. Those demanding total independence gained four per cent.

At work on the risky road to Darwin

From Tim Jones, Port Stanley

For the Royal Engineers the road to Darwin is 3,000 miles long. That is the distance the six men of the Black Ace Platoon of the 49th Explosive Ordnance Disposal Squadron estimate they will have to walk to clear the 62 muddy miles to the island's second largest settlement of bombs and mines.

With a wry regard for the risks they take they call themselves after the dead mans card in poker and their call sign is Echo Thirteen. Backwards and forwards, covering the track and 15ft either side of it, the men move with care in the knowledge that one wrong step could be their last.

On every turn of the road they are flanked by the minefields which have become the curse of the islands. Occasionally there are Argentine field guns and lengths of piping designed to look like howitzers pointing towards the beaches where they thought the British invasion would come. More poignant are the Argentine rifles stuck into the ground when the order to surrender came.

The task is made tougher by squalls of driving rain and sometimes snow flurries which dust the ground, making the mud and slime look deceptively firm.

Major John Quin acknowledges that the task of clearing the islands of all mines and bombs will take years. Remote minefields will be identified and fenced off until ways are discovered to deal with them. In the next few days a new American detector will arrive from England and they hope it will be able to locate the plastic anti-personnel mines.

Priority has been given to the town of Port Stanley and to the Darwin road which, for many, is the main artery from the remote farms and settlements.

Major Quin, who commands the 49th, said that except for areas of absolute priority all clearance work on the minefields has been stopped.

That is because three Sappers have been badly injured since the war stopped. Army equipment is capable of locating with ease metal mines but those made of plastic have so far proved to be almost undetectable.

At the Royal School of Military Engineering electronics and military experts have been working flat out to



Sapper James McGahan clearing the road to Darwin of Argentine mines. Photograph: Brian Harris

try and discover countermeasures to the plastic mines. The squadron hopes the new detector will be sensitive enough to identify the small amount of metal which even a plastic mine carries. In addition, sniffer dogs are being trained to try to detect the mines.

The engineers have tried out a flail but they are not entirely satisfied with the results. It is an armoured tractor-like vehicle which whips chains on to the ground from a forward cylinder.

On the Darwin road one platoon, led by Captain Brian Lloyd, discovered an horrific device capable of reducing a substantial vehicle to scrap. Fleeing Argentines had packed high explosives around a 500lb bomb and buried it with a land mine on top. When the package was detonated by the 49th the crater it caused was bigger than a Chieftain tank.

Thirty-three men from the squadron, which is at a quarter of its total strength, are serving in the Falklands and the amount of debris they are disposing of is astonishing. Piles of rockets, mines, shells and grenades have been discovered and those that are not compatible with British weaponry are blown up.

Major Quin said: "We have virtually cleared the Port Stanley area and our most

important job now is to make the settlements safe so that people can return to their farming".

One major problem for the squadron is that in some places Argentines appear to have laid minefields on top of minefields and in many cases the records they left behind are totally inadequate.

When sure methods have been perfected most of the mine clearing will be done by Gurkhas and troops from other regiments.

Even without the Falklands, Major Quin estimates there is enough work in Britain to keep the squadron busy for 40 years as Second World War bombs are still being discovered.

● An American intelligence report that Britain might be prepared to sell the aircraft carrier *Invincible* to Australia, a deal cancelled because of the Falklands crisis, was dismissed as speculation yesterday by the Ministry of Defence and a Naval source at the Australian High Commission in London (Michael Horsnell writes).

● The ship that was given up for lost sailed home to Portsmouth yesterday. The 240 men on board the landing ship *Sir Lancelot* abandoned her after she was struck by a 1,000 lb bomb, but the bomb failed to explode and the men were eventually able to return to her.

FALKLANDS PAY-OUTS UNDER WAY

By CHARLES NEVIN
in Port Stanley

GOVERNMENT representatives in Port Stanley have started settling compensation claims made by Falkland islanders for damage suffered during the Argentine invasion and subsequent liberation.

About £45,000 has been paid out or promised so far under the war damage compensation scheme operated by Mr Barry Neale, the deputy command secretary.

The scheme, which is under the aegis of the Foreign Office, makes ex gratia payments of up to £100,000 for damage caused by both Argentine and British forces. Claims for some £50 million have been submitted by the islanders and the Falkland Islands Government.

The basis of the scheme is to return victims of war damage to the position they were in before the Argentine invasion.

'Generous' promise

Mrs Thatcher and her Ministers have promised to be generous but this definition imposes important qualifications.

Payment is made on the value and age of items at that time, not the cost of a new replacement. The difference can vary from a few pounds to 30 to 40 per cent, extra if a new house is to be built to replace one destroyed by Argentine arson or British bombardment.

Mr Richie Anderson, who works at the Post Office, complains that his claim for shell damage to his house has been cut down and feels it unfair that he should make up the difference between an old, destroyed, freezer and the cost of a new one.

"It looks to me as if they are trying to pay out as little as possible," he said. "The claims officer—Mr Neale—said he didn't want to see anybody better off than they were before the beginning of April."

Mr George Butler lost his house in a fire started by Argentines just before the surrender. Mr Willie Bowles, the biggest Falklands building contractor, estimates that householders will have to pay about 30 to 40 per cent more than the value of their houses to build a replacement, depending upon labour and materials.

'Going to lose'

"I was very surprised when I found out. It looks as if we're going to lose out whatever happens."

But Mr Rex Hunt, the civil Commissioner, is aware of the problems and feels that the Falklands Appeal can act as a safety net to help meet any large differences, particularly in the case of houses.

Fortunately, of the seven houses destroyed, only two were privately owned. Prefabricated houses are now on their way for those who want an immediate replacement for their destroyed or badly damaged houses—about 27 in all.

Mr Hunt said the Government was being fair in pointing out that the object of the scheme was legitimate compensation. There was no legal obligation on Britain to make payment for Argentine damage.

Support for his views came from Mr Terry Peck, Legislative councillor for the Stanley division and not a man to take his constituents' grievances lightly.

"The scheme is to restore properties to what they were before the invasion. That's fair enough. I think you've got to be realistic."

"Furniture and other things do depreciate and you can not expect the compensation to fit everybody out with brand new materials."

DAILY TELEGRAPH

19 August 1982

War damage at least £35m in islands

By Maj-Gen
EDWARD FURSDON,
Defence Correspondent
in Port Stanley

AN absolute minimum of £35,000,000, totally excluding anything at Stanley airport, is the cost of war damage to the Falkland Islands according to Mr John Brodrick, director of the Public Works Department.

He says it is a low estimate and the costing is based on Falkland rates for labour which are about a quarter to third lower than in Britain.

Mr Brodrick returned to the islands with the Civil Commissioner, Mr Rex Hunt. He had been stranded in Britain at the time of the invasion while on an official trip.

With his force of 120 men the Falklands Public Works Department has responsibilities

approaching those of a municipal authority in Britain.

These include water, electricity, all government buildings, roads, transport, and even grave-digging and fuel.

He needs to replace the old galvanised service water pipes which the acidity in the peat soil has begun to eat away, thus losing half of the total treated water the Moody Brook plant supplies.

An up-to-date water treatment plant is also necessary to cater for the expanded permanent population of Stanley.

There was an "on-going social problem" with damaged houses, Mr Brodrick said.

He added "But we are winning the battle of repairs slowly." This is with the Army's help and that of the few small contractors in Stanley.

Twenty-seven prefabricated three-bedroom houses have now been ordered from Britain as replacements for accommodation lost.

GIVE SAY TO ARGENTINA, SAYS BISHOP

By TONY ALLEN-MILLS
in Buenos Aires

BRITAIN should offer a "glimmer of light" over its long-term plans for the Falkland Islands, according to the Bishop of Eastern South America with the Falklands, the Rt. Rev. Richard Cutts.

The bishop said yesterday that the outcome of the war in the South Atlantic had not altered the fact that Argentines, to a man, still believed the islands were theirs.

"This has to be taken into account. The future must in some way involve the people of this country," he said in an interview.

The bishop said it was "out of all proportion to common-sense" to suppose that Britain might be preparing to maintain its military presence on the island for years to come.

Although many Anglo-Argentines had believed at first that Mrs Thatcher's despatch of the Task Force was a serious over reaction, there was now a greater understanding of the principles that made Britain go to war.

Impetus for ties

"But it would be lamentable to say the least, if in the very near future there were not signs that when normal relations can be restored, there would be contact between the islanders and the mainland."

The bishop, who comes from an Anglo-Argentine family, said the impetus for ties between the Falklands and Argentina had to come from Britain.

But the head of the 40,000-strong Anglican Church in Argentina also reflected on the "agonising" problem of allegiance of families of British descent.

"I think in some ways the war has had quite a good effect on the Anglo-Argentine community because it has begun to make them ask themselves where they really belong.

Give up heritage

"Generation after generation, living in Argentina, have kept up their 'Britishness.' It's a fine thing, but these people are also Argentine, and therefore they should be contributing to the country where they live.

"It's demanding an awful lot for people from Britain to give up their heritage, because it's something they value.

"But there comes a moment in history when you've got to submerge your heritage a bit and integrate more with the community where you live.

"If you are supporting or favouring another country, your contribution to your own community must be limited," said Bishop Cutts.

"Over the years the Argentines did a number of positive things and I don't think it's worthy of us to assume these were just intended to trick the British or the islanders."

DAILY TELEGRAPH

18 AUGUST 1982

ARGENTINE 'GAS SHELLS' FOUND IN FALKLANDS

By Our Staff Correspondent in
Port Stanley

Argentine shells containing a toxic chemical which produces an effect similar to mustard gas have been found in the Falkland Islands.

Nineteen 81mm shells were found in the Stanley area with Argentine markings which indicated they contained chloro-sulphonic acid, a chemical which can cause asphyxiation, blisters and burns.

Four of the shells have been sent to the Chemical Defence Establishment at Porton Down, for examination.

ISLAND FARMERS OFFER 'FABULOUS TRAINING GROUND'

By Maj.-Gen. EDWARD FURSDON
Defence Correspondent in Port Stanley

THE Queen's Own Highlanders, who had been on stand-by for the Falklands campaign since April and arrived when the fighting was over, are already gearing up to make maximum use of "the fabulous training area" which has been made available.

Lt-Col Nicholas Ridley, Commanding Officer, has received tremendous co-operation from farmers. "Of course you may have this hunk of 20 square miles of land" is a typical offer.

The opportunity for hard, realistic, infantry non-mechanised training in the Falklands is unique.

First, by the quirk of war, there is any amount of live ammunition for training.

Second, there are gunners and sappers directly available for "all arms" working.

Ships ready

Third, there are Royal Navy ships only too ready to join in with Naval gunfire support, and R A F Harriers anxious to practice air strikes.

Fourth, there are plenty of Navy, Army and Air Force helicopters for troop movements or for close fire support with rockets and missiles.

Fifth, there is no restriction either on the full use of the battalion's own supporting mortars or multifarious use of its Milan anti-tank missiles.

Sixth, the sheer harshness of operating in the "yomping" terrain will bring any battalion up to a peak of fitness and self reliance.

Finally, in some areas battle alertness "for real" is still required against Argentine mines.

As Col Ridley said: "The whole place can be just one monumental live-firing exercise." Captured Argentine equipment, like their damaged Panther Armoured cars, would make good "hard" targets.

His plans include two 24-hour exercises a week for every platoon, and one 48-hour one a week per company, leading to a four-day battalion exercise.

"The secret," confided Major Colin Gilmour, commanding "D" company, "is to be fit with a pack on your back, and walk everywhere. The tufty grass makes for very strong ankles."

Already, Lt Murdo MacDonald, from Strathpeffer, has established a training battle camp in the hills of West Falkland "It's just like Scotland," he said.

'Mutual benefit'

I toured the battalion's locations in East and West Falkland. Many are at existing settlements, where relationships with the civilians are good, and "to our mutual benefit" I was told.

Second-Lieutenant Alasdair Ogilvy's platoon, having just finished cleaning up and renovating his settlement's community centre, had re-christened it with a bonanza party the night before I called.

His platoon sergeant, Steven Byers, is from the North Orkneys. Another company location had thousands of fresh mussels available nearby, and duck and upland goose were also on the menu.

Snow-covered hills overlooked the Queen's Lancashire Regiment's camp. But the sun was out, and Lieutenant Vernon Meeson, from near Preston, was looking forward to their tour.

He felt his Lancashire soldiers "were naturally good at getting on with people," and so would fit in well.

Loch ferry

Lance-corporal Donald MacKenzie operates a Gemini inflatable craft as a ferry across one sea loch in West Falkland. From Stornoway, he is a tailor by trade.

"I'd like to settle out here," he said. "It's the same as at home: and plenty of opportunity to set up a small business where 'ere you look."

I came back from my tour very heartened. As with so many other places, to be in the capital, Stanley, is not to see the real nature of the country. Soldiers need to get out and about, train hard, get to know the locals and every part of their wide operational area.

Only then are they doing the job they were sent here for: To deter, and if that fails, to defend the Falkland Islands.

DAILY TELEGRAPH

18 AUGUST 1982

16 AUGUST 1982

Sovereignty pressed by Argentina

By IAN BALL
in New York

A DETERMINED move by Argentina to reopen the diplomatic wrangle over who has sovereignty over the Falklands was unveiled yesterday at the United Nations.

With support from the foreign ministers of all 18 sister states of Latin America, plus Haiti, Argentina asked that the "Falkland Islands question" be put on the agenda of the regular session of the General Assembly which convenes in New York on Sept. 21.

The agenda request — signed at foreign-minister level by the 20 countries involved — proposes that the General Assembly issue a call to Britain and Argentina "to renew negotiations as soon as possible under United Nations auspices to settle their differences."

The foreign ministers' joint letter described the Falklands — or "Islas Malvinas" as the letter referred to them — as "a colonial issue of grave concern to all Latin America." All the Governments involved, it added, wanted a peaceful solution.

The issue has been considered by the Assembly twice before as a "decolonial" matter. The outcome was a UN recommendation that Britain and Argentina enter into diplomatic negotiations on the islands' future — a process which had been under way for 17 years when Argentina launched its invasion in April.

'British interference'

Significantly, two of the countries which gave Argentina only lukewarm support while fighting was under way — Chile and Brazil — were among the signatories of the letter submitted yesterday.

The others were: Costa Rica, Bolivia, Colombia, Cuba, Ecuador, Mexico, Panama, Peru, Guatemala, Honduras, Nicaragua, Paraguay, Dominican Republic, Haiti, Venezuela, El Salvador and Uruguay.

Argentina has already sought to revive the dispute in the Security Council.

In a letter dated Aug. 13 but released only yesterday, Argentina protested to this month's Security Council president, Mr Noel Dorr of Ireland, about what it termed "British interference" with normal Argentine fishing operations off its coast.

The Argentine letter said that three times this month Argentine fishing vessels inside the "so-called protective zone" established by Britain had been intercepted.

Talks with U.S. resumed

By TONY ALLEN-MILLS
in Buenos Aires

THE Argentine Foreign Minister has had his first meeting with a senior American official since the Falklands war ended with relations between Buenos Aires and Washington in tatters.

The meeting between Senor Juan Aguirre Lanari and Mr Thomas Enders, Under Secretary of State with responsibility for Latin-American Affairs, took place on Sunday night in the Dominican Republic, where diplomatic representatives are attending the inauguration of President Salvador Jorge Blanco.

Emerging after 90 minutes with Mr Enders, Sr Aguirre said the talks, which concentrated on the Falklands crisis, had been held in an atmosphere of "absolute frankness."

There were no details of what conclusions the two men reached, but well-informed sources said efforts would continue to repair the damage done to United States-Argentine relations by Washington's support for Mrs Thatcher during the war.

The sources said a further meeting is being planned between Sr Aguirre and Mr George Shultz, the new American Secretary of State. The meeting could take place when the U.N. Assembly meets at the end of September.

Buenos Aires is pinning its hopes on forcing Britain to negotiate over the future of the Falklands on a favourable response to the Argentine positions when the UN debates the issue.

E7s.

Latest tee-shirt to appear on the chests of Servicemen in the Falklands bears the legend "I Fought for Coalite"—a none too oblique reference to the parent of the Falklands Island Company which owns around 46 per cent. of the farmland on the islands and employs about one third of the work force. PETERSBURGH 1981

ARMY LENGTHENS STANLEY RUNWAY AT THE DOUBLE

By CHARLES NEVIN in Port Stanley

STANLEY airfield closed yesterday as the Royal Engineers began Operation Tin Lion, the strengthening and lengthening project which will enable the runway to take R A F Phantom fighters needed for long-term air cover.

The 180 members of 50 Squadron, Royal Engineers, supported by more than 400 helpers and 120 pieces of plant, are undertaking the British Army's largest expeditionary engineering effort since the 1939-45 war.

The work's schedule is dramatically brief. The Army is reckoning that the airfield will be closed for only two weeks.

Major Jeremy Harrison, Officer Commanding 50 Squadron said: "You wouldn't normally talk about building an airfield in X weeks, you'd talk about X years."

The Engineers will be working up to 18-hour shifts, by day and by arc lamp-assisted night, to lay over 6,000 feet of the American aluminium strengthening matting, AM2, allowing the Phantoms and R A F Nimrods to use the airfield.

Huge plates

Tin Lion's name is derived from a slightly slighting reference to the aluminium and the squadron's MX insignia. The 12 feet by two feet metal plates weigh 144 lbs and will be manhandled into position.

Laying them over the existing runway, constructed for small civilian aircraft, will be easy when compared to the work necessary on the extension of over 2,000 feet.

Two giant rock crushers are excavating their own quarry to provide the 40,000 tons of rock which will be layered sandwich fashion with geo-textile tensile strengtheners and finished off with a synthetic waterproof lining before the plates are laid.

Poor ground

"This is just about the worst ground imaginable to build anything on," said Major Harrison.

"It's peat and clay. You can't dig into it, you have to build it up, and that's why we're using the geo-textile prefabricated materials."

Major Harrison spoke of the tremendous amount of work done already in getting the equipment ashore and up to the airport without a deep-water jetty and adequate roads, and said: "This is combat engineering, and we are approaching it in a way civilian contractors couldn't, with longer hours and different equipment."

Major Harrison's great worry is not the mud, rain and wet, but the hugely gusting wind, which could snatch the aluminium from a man's hands, turning it into a lethal weapon.

The AM2 was first used by the Americans in Vietnam. Major Harrison made a trip to the United States shortly after the Argentine invasion to discuss its feasibility in a recaptured Falklands.

Not for civilian jets

Although not permanent it can be used for several years. It is not, however, suitable for large civilian jets, further confirming the decision to build a separate civilian airport on a ridge to the south.

During the closure, air cover for the Falklands will be maintained as before by Harriers operating from their own special strips and the aircraft carrier *Invincible*.

The R A F Hercules transports will be making air drops of supplies and mail as they did before the airfield was first re-opened. They are also planning a series of practice runs to see if picking up mail by a trailing hook method is possible and practicable.

DAILY TELEGRAPH

16 August 1982

FALKLANDS LEGAL POST FILLED

By GUY RAIS

THE Falkland Islands are to have an Attorney-General for the first time. Mr Michael Gaiger, 50, a solicitor, of Withiel, Cornwall, has been appointed by the Overseas Development Administration and will take up the post next month.

Miss Eryl Thomas, 32, of Swansea, has been appointed Registrar-General, and will also act as Supreme Court judge.

Their posts are among 40 which the Administration has been asked to fill by the Islands' Civil Commissioner, Mr Rex Hunt, as part of a programme of reconstruction and re-development.

Expelled by Amin

Mr Gaiger, who was expelled from Uganda along with two other Britons by ex-President Amin in 1973 after working eight years for Uganda's Government, later served in the Sudan, Papua-New Guinea and Vanuatu, where he also set up the office of Attorney General.

"I am looking forward to my new post. Apart from heading the legal services, I note that I am also coroner for the Islands as well as the Antarctic," he said.

"I suppose that in the unfortunate event of a person falling to death into a crevasse I will have to go out and conduct an inquest."

Mr Gaiger will be travelling with his wife, but their two children will remain at boarding school in England.

Miss Thomas was previously companies registrar in Kiribati (formerly the Gilbert Islands).

THE TIMES . 16 AUGUST 1982

Those left behind

From the Chairman of the Falklands Appeal

Sir, Your leader of August 6 pointed out that the South Atlantic Fund has received marvellous support whereas the concurrent Falklands Appeal for the benefit of the islanders (who are excluded from the South Atlantic Fund) has been quite overshadowed. This is so.

Mercifully there were only three deaths amongst the islanders, but these were two mothers and one wife, all killed by the same shell fired by a ship of the task force. It is not yet clear to us what responsibility HM Government will accept for this act. For the many who have suffered severe material loss and deprivation the Government has promised rehabilitation, but this takes time and deliberation. For instance the Prime Minister

mentioned that it is not yet known to what extent the islanders were insured.

The Falklands Appeal is however geared to take speedy action to help those in immediate need and has already made a start, acting on the advice of its trustees in the islands, one of whom is Mr Rex Hunt, the Civil Commissioner.

The Falklands Appeal has so far received £120,000 in donations from the public and is also tremendously grateful to the States of Jersey for allocating £250,000 to the appeal from the £5m they have given to the Treasury for the Falklands Islands. But much more will be needed and our target is at least £1m.

Many loyal subjects have suffered almost total disaster in the invasion and liberation of their homes and livelihoods and it

is our duty to do as much as we can to help them.

Yours faithfully,

PATRICK M. BAYLY, Chairman,
Falklands Appeal,
12 Greycoat Place, SW1.
August 7.

Preserving Falklands wildlife

LAST YEAR I paid my first visit to the Shetland Isles, those bleak but appealing treeless islands of crofts, hills and lochs, all washed by the mists and rain of the North Atlantic. It was during the seabird breeding season and gave me some of the most spectacular wildlife sights I have experienced.

The most memorable was Hermaness, on the island of Unst. Where the great rocky cliffs plunge into the sea. There were thousands of puffins, guillemots, razorbills and gannets, plus one of the most famous birds in the British Isles, a solitary black-browed albatross. Surrounded by countless gannets it was sitting contentedly on a nest which contained no eggs, as it had no mate. For several summers it has tried to breed at the wrong time of the year for an albatross, in the wrong hemisphere; it should have been in the Falklands, where in our winter, similar wildlife spectacles occur involving the birds of the South Atlantic—penguins, albatrosses, shearwaters, prions and many others.

My hopes for visiting the Falklands were dashed by the Argentine invasion, but others had been more fortunate and had been attracted to the islands earlier. Indeed Cindy Buxton and Annie Price of Anglia Television's "Survival" were still filming on South Georgia when the hostilities began and the results of their work have since been seen on television, as well as in an excellent recently published book*—500 copies of which have been sent down to the troops of the Task Force.

In February, Kevin Standring of the RSPB also returned from the Falklands after a three month study. His visit was to investigate certain conservation implications for the islands, for although the British Government became a "contracting party" to the Ramsar Convention (an international agreement on the conservation of wetlands) in 1973, it had taken no action in the Falklands. Argentina did not even sign the Convention, and its conservation record is not good. In some areas even its national parks have been denuded of trees and quite recently a scheme to boil up millions of penguins for "penguin oil" was only just averted. As a result there was much anxiety about the future of the Falklands from a wildlife viewpoint well before the Argentine take-over.

On the Falklands there are fewer people and farms than on Shetland, and so far the wildlife has been hardly affected by the activities of man. Cindy Buxton considers them to be even richer and more attractive than the wildlife centres of Africa: "The Falklands make up an area of real



King Penguin

Drawing by FIONA SILVER

wilderness, and although some vegetation has been changed by the grazing of sheep, it is virtually untouched and unspoilt and many of the birds seem tame." That view is shared by Kevin Standring, although for him one bird was too tame, for a caracara, a bird of prey, tried to fly off with one of his socks.

Even the names of the birds give some idea of their appeal—the Falkland flightless steamer duck, rockhoppers, shoemakers, turkey vultures and upland geese. The local names are even more descriptive—mollymawks, stinkers, cobblers, quarks and loggers.

There are 59 breeding species of birds on the Falklands, of which the most spectacular are the huge colonies of penguins and albatrosses. Their presence is interesting if Darwin is to be believed. Both types of birds have evolved in the same environment on similar diets, yet the penguins are flightless and pursue their prey under water, whereas albatrosses are masters of flight and dive on fish from above.

Five types of penguins breed on the Falklands—king, gentoo, rockhopper, macaroni and magellanic. As the name suggests the king is the largest and most regal in appearance, while the strangest is the magellanic which, like the puffin, nests in burrows. The gentoo is also unusual for the birds nest inland among grasses and a small shrub, diddle dee, consequently they walk in long processions to and from the sea. The only bird limited solely to the Falklands is the flightless steamer duck: its name comes from the fact that it can "steam" rapidly over the water. One of the few birds to visit both Britain and the Falklands is the sanderling, a small wading bird that breeds in the Arctic and often "winters" in the South Atlantic.

Sea elephants and elephant seals are present in large colonies and are very approachable. Bull elephant seals grow to an enormous 18ft long and when annoyed they belch loudly—the resulting smell has been described as being similar to "large calibre drains." There are no native herbivores on the islands although there are now rabbits, hares, feral cats and shipwrecked rats.

As far as is known little damage was done to wildlife during the fighting, although there are fears that serious erosion could take place in the fragile peaty soils because of the military fox-holes and shell craters. Erosion and damage to soil and vegetation could also result if development is too rapid, bringing in an influx of people and a greater density of grazing sheep.

There is no doubt that development will be encouraged by the wildlife of the sea, for the region is rich in fish, krill and the forests of kelp—a valuable weed that can be harvested. Kevin Standring considers the sea to be a living, renewable resource, that can be used as long as its contents are also conserved: "The big danger," he says, "is that fishery science has proved itself to be the most imprecise science known to man, so that in developing the fishing and kelp industries in the Falklands we must take considerable care."

The Falklands also have much potential for the development of a specialised tourist industry. In Britain birdwatching is one of the largest and fastest growing pastimes and there are many firms already taking parties of ornithologists on expensive trips to various parts of the world. Americans and Germans would provide additional markets and it is likely that if such trips were available to the Falklands there would be many people keen to visit the great and unique seabird colonies.

Cindy Buxton is certain of the potential: "Already there are visits from Britain to distant places such as the Galapagos Islands, so why not the Falklands? It would be good for Falklands trade and people would enjoy it. The visits would have to be undertaken carefully so as not to destroy what is there. It would be important to have set routes, with guides, so that birds would become familiar with them and not get frightened." Kevin Standring agrees: "There are enormous possibilities in the islands for naturalists, and interested visitors, if adequate facilities for staying and travelling can be provided." I certainly find the prospect of seeing incubating king penguins, wheeling albatrosses and belching elephant seals extremely attractive. It would be a good thing if both man and wildlife can benefit from the reconstruction of the Falklands.

ROBIN PAGE

*Falkland Islands Birds—Anthony Nelson. £8.50.

Daily Telegraph

14 August 1982

Friday, August 20, 1982



Mr. Colin Smith

Bank holiday — by rail . . .

British Rail's Eastern Region will be running 70 additional trains to augment main line, cross country and local services over the late summer Bank Holiday period, from August 27 to 31.

Holiday-makers and day-trippers alike will be able to take advantage of extra trains to the seaside and places of scenic beauty and historical interest, while principal towns and cities will be within easy reach of one another for visits to friends and relatives.

Near normal services will operate on Friday 27 to Sunday 29 August, with extra trains on the East Coast Main Line and between Yorkshire, the Midlands, South Wales and the South-West on Friday and Saturday.

On Bank Holiday Monday, August 30, additional trains will run between Leeds, York and Scarborough.

Special services will operate between York, Harrogate and Leeds.

Eastern Region's "Scarborough Spa Express" steam service will also run on Bank Holiday Monday, leaving York at 08.45, Harrogate at 09.29, Leeds at 10.13 and York again at 11.15, returning from Scarborough at 17.20.

On Tuesday August 31, near normal services will operate on all lines, although a few early-morning

Colin's pressure finally pays off

THE VIEWS of a Knaresborough man could have an important bearing on the economic development of the Falkland Islands.

Mr. Colin Smith, of Abbey Hill Farm, Abbey Road, who acts as agent for 40 sheep farmers on the Islands as well as being a partner in a San Carlos farm there, wrote to Prime Minister Mrs. Margaret Thatcher to ask about compensation for the islanders.

Not only did Mr. Smith receive a prompt and satisfactory reply on Mrs. Thatcher's behalf from the Foreign and Commonwealth Office telling him that the Government intends to be generous in paying compensation, but he was also asked to give advice to Lord Shackleton's team which has been urgently updating its 1976 report on the economic development of the islands.

That re-vamped report has already been given to Mrs. Thatcher and the Shackleton team is waiting for her reaction.

Dr. Huw Williams of London University who was a member of the team with responsibility for looking into the agricultural development of the islands said of Mr. Smith's contribution: "He was very help-

ful because of his intimate knowledge of sheep farming on the islands. We greatly appreciated his assistance."

Mr. Smith said that his meeting with the Shackleton team was, "A very full session which covered every possible aspect of the Falklands' economy."

The meeting, which was held last month at the Old Admiralty Building in Whitehall, lasted six hours and though Mr. Smith's specific brief was to talk about sheep farming, he was able to give an overall insight into life on the islands from both personal experience gained through visits to the Falklands and information relayed back to England from those living there.

Some islanders wrote to Mr. Smith telling of the destruction of property and livestock and of personal tragedies suffered during the Argentinian occupation.

Mr. Smith who was anxious that they should

receive full and speedy compensation sent copies of their correspondence along with a personal plea for help to Mrs. Thatcher and MP Dr. David Owen.

Delighted by the replies he received and also by the fact that he was able to help the Shackleton team, Mr. Smith said this week: "All round I'm a very happy man now. Swift compensation is essential before other aspects of Lord Shackleton's report are implemented, otherwise it would be building on shattered foundations. Some of these islanders have lost everything."

Mr. Smith who visits the islands regularly through his work with Bradford-based firm J. G. Field intends to return to the Falklands next month and hopes to be there for around five weeks.

Speedy
reaction from
the
Government

Old becomes new as hospital rebuilds

THE OLDEST part of Claypenny Hospital at Easingwold which services the Harrogate district, has just become the newest.

The original three-storey workhouse block, opened in 1834, has been given a £50,000 facelift and become the brightest and most modern unit in the 320-bed mental handicap hospital.

New services have been put in, bright new fixtures, fittings, carpets and furniture installed, and wards and staircases redecorated to make Cedar Villa a comfortable modern home for 35 residents.

Among the new facilities are a well equipped games room and a training unit incorporating a kitchen and dining room where residents are taught to look after themselves before being moved to the hospital's half-way house for further social and rehabilita-

tion training.

The unit also includes three further places for patients coming into the hospital from the community for short-term care.

Within the next few weeks the staff and residents on the villa are giving a house-warming party to say thank-you to all the people who helped in the transformation scheme.

MC
W

Journalistic
licence

28 AUGUST 1962.

Bank may open branch in Falklands

By William Hall,
Banking Correspondent

STANDARD CHARTERED BANK, which operates more than 1,500 offices in 60 countries, is contemplating adding another flag to its overseas empire and opening in Port Stanley, the capital of the Falkland Isles.

The bank is understood to have had talks with the Falklands government, but the approach has been sufficiently discreet for at least one member of the local finance committee, Mr Tony Blake, not to have heard. He had been off the islands for three weeks.

Mr Blake said yesterday that he would like to see a British bank open in Port Stanley. In the past several banks had shown an interest but most already had operations in Argentina and so were unsuitable.

At the moment the 1,800 Falkland Islanders have little choice of banking facilities. There is a government savings bank run by one woman, to which nearly all the islanders belong.

It has around £3m on its books which is invested by the Crown Agents. There is also the Falklands Island Company, which owns 1½m acres of grazing land and 300,000 sheep, and provides current account banking facilities.

Mr Blake said yesterday that there were no real commercial banking facilities in the Falklands and this made it very difficult for local businessmen to set up new ventures.

It is understood that Standard Chartered Bank has been talking with both the government and the Falkland Islands Company, which is owned by the Coalite Group, about the possibility of establishing a presence in Port Stanley.

One of the main attractions for any banker is the government's own savings bank and there might be local opposition if this was handed over to a bank.

Mr Blake, said yesterday he would be reluctant to see the savings bank sold. But this might well be the price to be paid if a profit conscious commercial bank is to be lured to Port Stanley.

Saddest place in the Falklands

Ode to Tumbledown pays tribute to the battle dead

From Tim Jones, Port Stanley

Ajax Bay is a cold, horrible place and troops do not like being stationed there. Dominated by an abandoned deep freeze plant, built to store sheep carcasses, it is the saddest place in the Falkland Islands.

During the war it was used as a base hospital and British military surgeons and doctors operated by hurricane lamps to save the lives of wounded from both sides. Two huge bombs which had crashed through the roof but failed to explode were their constant companions.

Now the wind catches the damaged corrugated iron roof causing low thuds to echo across two graveyards where British and Argentine dead are buried.

It is pitch black in parts of the deep freeze plant and no sounds penetrate the insulated walls. On one a poem has been written and it commemorates the Battle of Tumbledown Mountain when in six hours of bloody fighting Scots Guards captured strongly defended machine-gun posts. Without their victory, achieved before daylight, the battle could have spread to Port Stanley itself. Although few people will ever see the poem, it is to be preserved as a war memorial.

It reads: *Ode to Tumbledown*

It was the guardsmen of the Crown,

Who scaled the heights of Tumbledown,

And fought that night a bloody fight,

To see victory by dawn's first light.

From crag to crag amongst the rock,

They skirmishd on, numbed by shock.

Through shell and mortar fire they moved,

Till at last the ground they'd proved.

Port Stanley there... just ahead,

As they began to count their dead.

But where the glory, where the pride,

Of those eight brave men who died.

They who made that lonely sacrifice,

And through each death paid the total price,

In their final and heroic act,

Did surely speed the worrying armies' pact,

Each one who there his life laid down,

Saved countless others from their own unknown.

*So those of you who live to talk,
Let your pride hover as does the hawk,*

And never let men these acts forget,

Nor the memory of our own dead neglect.

But once returned across the vast sea,

Remember then just what it was to be...

A Scots Guardsman

The lines are dated June 20, 1982 but it is not possible to make out the signature of the poet.

By its side are painted the names of the eight guardsmen and two Royal Engineers who died in the battle, and beneath them is the legend: Missing. Guardsman Williams. He, of course, survived the battle and turned up later after living for five weeks in the wilderness.

Six miles away, Port San Carlos is ringed by Rapier anti-aircraft batteries which protect the Chinook helicopters based there. A metal airstrip has also been built to enable Harriers to dominate the Falkland Sound.

It was here that the first British troops landed to establish a permanent bridgehead and the area was named with grim humor, Bomb Alley. Mr Alan Miller, who manages the 100,000 acre ranch, remembers well his astonishment when a British Army major met him minutes after the landing and said: "And a very good morning to you, Mr Miller". He did not know then that his wife, Carol, who lives in Britain, had provided the task force with detailed and invaluable information.

It was Mr Miller who answered the general air call put out by Mr Eric Goss, the farm manager of Goose Green, which enabled the opposing commanders to discuss the surrender there.

Mr Miller had learnt that on the day of the British invasion the Argentinians had planned to take him away for questioning. But instead, the 42 Argentine troops stationed there fled before the advance and Mr Miller shook hands, a free man again.

● Christopher Spall, of Port Stanley, has been fined £50 after pleading guilty to collecting a private arsenal ready to fight off the Argentinians if they invaded the islands again (Reuter reports from Port Stanley).

THE TIMES.

28 AUGUST 1982.

Argentines must change their attitude before there are talks, Hunt insists

Mr Rex Hunt, the civil commissioner for the Falkland Islands, has been trying to allay the fears of islanders that the Foreign Office will again discuss the question of sovereignty with Argentina.

Sitting in his office in the official residence in Port Stanley he said: "I know there is the feeling among islanders and I am trying to dispel it. There can be no question of talks with the Argentine unless they change their attitude over sovereignty."

"I do not think any government in Britain whatever its hue or colour would try in the foreseeable future to discuss any proposals such as a lease-back arrangement or any other kind of arrangement with them. I do not think the British public would stand for that after all the sacrifices in lives and money."

Almost five months previously Mr Hunt, who was then the colonial governor, had ordered the small band of Royal Marines, who were defending the residence, to surrender when it became clear they were faced with overwhelming odds.

Telling the Argentine general that it was "very uncivilized to invade British territory" he refused to shake hands. Two days later he left the islands in full

ceremonial uniform, carried to the airport by the official limousine, a wine-coloured London-style taxi.

Since his return after the Argentine surrender he believes the islands have a brighter future than before.

There are few signs now in the residence of the battle or of the presence of the Argentine military governor, General Mario Menendez.

Two pictures, one a print of Salisbury Cathedral, still have the scars of bullet holes but the barbed wire and barricades have been removed and only a careful eye could tell that this wooden house became the catalyst of a crisis that would send a task force across 8,000 miles of ocean.

General Menendez seems to have been a hypochondriac, for he left behind him a drawerful of pills and lotions.

The only two books which the general appears to have read during his brief governorship are *The Illustrated London News* for 1917, full of grim pictures of a bigger war, and a Spanish language tome called *Martin the Hero*.

Mr Hunt paid a strange compliment to former President Galteri: "Because of Galtieri we have a brighter future than ever. If he had not invaded then eventually the islands may have fallen

into their lap. But by invading he has created more interest for these islands than there was before."

Mr Hunt is aware that some people regard his role as an anachronism of unwelcome colonialism while others are perfectly satisfied with the system. "There is absolutely no consensus of opinion as to what form of administration should govern the islands in the future. Minds are so confused that the same people can contradict themselves in the same day. It will take at least six months before any rational judgment can be made."

He has, however, clear objectives and is a great advocate of splitting the large ranches so that farmers can own their own land. "We need fewer absentee landlords, for although the income of the Falkland Islands government will drop while they are ploughing back their profits into the land; they would help to make the island more prosperous and help to keep young people here."

He said that the small established private farmers obtaining better results than the big estates.

Eventually Mr Hunt hopes that when political sensitivities have changed an air link can be established with a South American country.

THE TIMES.

28 AUGUST 1982

MoD men to debate war coverage

Three members of the Ministry of Defence's public relations division and a senior member of the Naval Staff are to take part in a debate at the Edinburgh Festival this week on the ministry's relationship with the press and broadcasters during the Falklands conflict (David Walker writes).

The debate, on Wednesday, has been organized at a late stage to fit into the festival's programme of events connected with television. Its instigator is Mr Peter Taylor, a producer for BBC Television's *Panorama*.

Representing the ministry will be Mr Neville Taylor, chief of public relations, Brigadier David Ramsbotham, director of Army Public Relations, and Mr Allan Percival, a press officer. They are being joined by Rear-Admiral Anthony Whetstone, Assistant Chief of Naval Staff (Operations).

THE TIMES.

30 AUGUST 1982

ARGENTINA LIFTS POLITICAL BAN TO PAVE WAY FOR DEMOCRACY

By TONY ALLEN-MILLS in Buenos Aires

ARGENTINA has moved a step closer to the restoration of democracy with the official removal of a ban imposed on political parties when the military seized power in 1976.

In a ceremony broadcast by all Argentine radio and television channels on Thursday night, President Reynaldo Bignone signed a new statute enabling party organisations to reform and prepare for general elections.

He used the occasion to deliver a powerful address, stressing the armed forces' commitment to hand over power.

The President, an army general brought out of retirement after the Falklands war to oversee Argentina's return to civilian rule, said the new law was concrete evidence of the "firm and irrevocable decision of the armed forces to restore the country's constitutional institutions by March 1984 at the latest."

He added: "The immediate lifting of the political ban and the passing of this law today, only 70 days after the Government took office, are testimony to our decisiveness and our firm intention to fulfil faithfully our mission."

In what appears to be a

response to the many rumours of divisions within the military over the return to democracy, President Bignone insisted that the Government's plans were the products of a "joint resolution" by all three branches of the armed forces.

"The Government has, and exercises in full, the power necessary to carry out its mission," he said.

Turning to Argentina's severe economic crisis, the President warned of the dangers of disruptive strikes by trade unionists unhappy at the effects of inflation on their living standards.

He said the Government was prepared to accept a "normalisation" of trade union activity as part of the democratic process, but he added: "We will do everything possible to avoid force and conflict. If these occur we will respond even-handedly but firmly."

President Bignone said moderation would be the Government's hallmark and it lacked neither the strength, energy nor character to carry out its plans. "You need to be stronger to give permission rather than to prohibit, to be tolerant instead of intransigent, to listen rather than to shout in a loud voice," he said.

The President completed his 20 minute address by insisting that he had no personal political appetite. "My biggest ambition . . . is for my elected successor to bid farewell to me, the last de facto President in Argentine history."

President Bignone's warnings of the dangers of disruptive strikes appear to have persuaded Argentina's trade union leaders to moderate their responses to the Government's announcement this week of across-the-board pay rises worth up to 40 per cent. for lowest paid workers.

Strikes threat

Although union leaders have unanimously condemned the pay rises as inadequate, there has been no immediate move to organise major strikes, as was threatened earlier this week.

Leaders of the large CGT-Azopardo general workers' union have issued a series of demands for an improved pay offer and the introduction of price controls to protect consumers, but they are giving the Government ten days to respond before taking "active steps" to back up their demands.

In particular, the CGT wants a promised 600,000 peso (about £9) bonus, which was due to be paid in August only, to be incorporated into wage packets for the rest of the year.

Among the options the union is considering is a 24-hour nationwide shutdown that would almost certainly attract the support of most of Argentina's other unions.

Falkland War Unites U.K. and Old Gadfly: The Islanders' Office

It Long Labored in Obscurity
To Keep Islands in Empire
And Now Is Riding High

By FREDERICK KEMPE

Staff Reporter of THE WALL STREET JOURNAL

LONDON — The soiled bumper sticker pasted to the grimy window at 2 Greycoat Place is tattered and turning up at the edges. "We support the Falkland Islanders," its faded message reads.

Behind it, a narrow and inhospitable stairway leads up one flight to a cluttered reception room, shared by three tenants forced to live together by their need for low rent. The unlikely trio are Pollard & Thomas Co. solicitors, the Worshipful Company of Clockmakers and—in one cramped room—the Falkland Islands Office.

Two months ago, the modest premises seemed more than adequate for the part-time two-person staff endeavoring to mobilize British political and commercial support for the inhabitants of the barren, windswept islands 8,000 miles away. Few Britishers ever realized the office was there—not even the staff of the Willow Sandwich and Snack Bar, the neighborhood greasy spoon on the ground floor directly beneath.

"We never even knew they existed before all this, and they were right on top of us," says Joan Try, the cook. Like so many Britishers, she and the other four women working at the Willow couldn't even have told you where the Falklands were before the Argentine invasion seven weeks ago.

Center Stage

The escalating conflict has, of course, transformed the Falkland Islands Office. From a small center waging a lonely battle for an obscure cause, it has become the nerve center for an internationally recognized people fighting to decide their own future. The British government appears ready to launch a major military attack that has, as one of its objectives, the defense of the Islanders' interests.

For the Falkland Islands Office, the current British resolve is an ironic twist. The office, an independent center financed largely by island sheep farmers and British wool importers, has been preoccupied for most of the past 13 years trying to prevent the British Foreign Office from negotiating away British sovereignty in private talks with the Argentines.

"This office exists primarily because we couldn't trust the Foreign Office not to sell us down the river," asserts John Cheek, a fifth-generation islander who is the current spokesman for the Falklands and a member of their legislative council. "Starting in 1968, we had the distinct impression that the British government was planning to hand the islands over to the Argentines. So this office organized pressure groups to stop it."

Obviously, it isn't a propitious time for the Foreign Office to voice criticism of the Falkland Islanders' cause. Yet one ranking British official, strictly not for attribution, bristles at Mr. Cheek's complaint. "That office and its supporters," he says, "have repeatedly stood in the way of us reaching a realistic solution with Argentina. They refused to see the writing on the wall. If they don't eventually agree to a negotiated solution of some sort with Argentina, they will continue to live on the edge of a volcano."

WALL STREET JOURNAL

APRIL 1982

Broad Support

The Falklands office remains intensely suspicious of Foreign Office intentions, but it believes that in the current situation, it can count on Prime Minister Margaret Thatcher and Parliament to reject any thought of giving in to the Argentines in negotiations now. "We have on our book 320 members of Parliament and 180 members of the House of Lords who have a commitment to support our cause," says retired air commodore Brian Frow, the director general of the Falkland Islands office. He originally took that job in 1977 to busy himself during his spare time three days a week.

His part-time avocation has become an overtime devotion—seven days a week, 14 hours a day. And in the once tidy and quiet office, telephones ring incessantly, desks are strewn with papers, and walls are covered haphazardly with letters of support, yellowing pictures of penguins, and the Falklands' flag—the Union Jack as background for the islands' seal showing a sheep on the top half and a masted sailing ship on the bottom.

Mr. Frow's paid staff still consists only of secretary Sukey Cameron, 25, a former Falkland Islander living in London. But now volunteers scurry in and out, many wearing T-shirts the office sells bearing such slogans as "Keep the Falklands British" and "The Falklands are British . . . and Beautiful."

Mr. Frow, who served as defense attache in Moscow and air commander in Hong Kong, barks orders and clearly relishes his new role. "I warned people long ago that a government could fall over this Falklands issue," he says. "They accused me of exaggeration: How could any government fall over 1,800 people?" Clearly, he feels events have vindicated him.

The commodore has deployed as his primary public-relations weapon the 42-year-old Mr. Cheek, a hardy, red-bearded radio engineer and a fifth-generation "kelper" (as the islanders call themselves; the name derives from the thick seaweed surrounding their islands.) Mr. Cheek is the only elected member of the Falklands' nine-member Legislative Council who wasn't caught on the islands; he was visiting his company's home office in London at the time of the invasion April 2.

As part of his almost full-time efforts to keep public opinion and political support behind the Falkland Islanders, he has visited UN ambassadors in New York, lobbied with British Members of Parliament and talked, at her invitation, with Prime Minister Margaret Thatcher. His constant message: Don't give in to Argentina.

"A military invasion might be the only way" to ensure that Falkland islanders have some voice in determining their future, he believes. He contends that should there be an invasion, the physical risk to the islanders wouldn't be great, since most have moved out from population centers. Moreover, he says, British plans probably wouldn't call for a risky full frontal invasion on Port Stanley, where some 400 islanders are still thought to be living.

Anyhow, he says, "The islanders are used to looking after themselves. I'm more worried about their mental well-being." Having run out of almost all imported food supplies, the islanders have probably turned, Mr. Cheek believes, to their home-grown staples—ever-plentiful mutton and vegetables from their gardens.

Air commodore Frow believes it would be wise to bring the United States into any future arrangement involving the Falklands, because the U.S. is closer to the islands than Britain and has a greater political-strategic interest in Latin America. He also contends there are sound economic reasons for the U.S. to be interested.

Thus far, the Falkland Islands' economy has been based about 80% on wool production, 15% on the sale of postage stamps and 5% on selling fishing concessions, primarily to Polish trawlers. (Eleven Polish fishermen recently defected to the islands.)

The islanders maintain that their archipelago has vast natural resources still to be tapped. The waters are believed to hold some of the world's richest beds of kelp, which can be turned into widely used chemicals called alginates. Consolidated General Chemical Co., a private concern in San Francisco, had been very much interested before the invasion in harvesting the Falklands' kelp.

The islanders would also like to attract more tourists to their unspoiled land, as well as to establish a mutton industry to complement the wool production. Birds Eye Inc. of Delaware has shown some interest in the mutton. And there has been speculation that oil lies beneath the sea floor around the Falklands.

Exercising a bit of armchair diplomacy at the Falkland Islands Office, Mr. Frow suggests that perhaps the best long-term solution might be the creation of a sort of An-

dorra in the South Atlantic. Andorra, a tiny bulge on the border between France and Spain, exists in a "joint suzerainty"—it is a semiautonomous state under the joint political control of France and Spain.

Perhaps the U.S. and England could establish the same sort of state in the Falklands under their joint military and political protection, Mr. Frow says. If it couldn't be avoided, he adds as an afterthought, maybe Argentina could somehow be included.

His assistant walks into the office to announce that an Argentine television team would like to interview him.

Mr. Frow's diplomatic tone turns angry. "I won't talk to any Argies," he snarls. "Send them away." Then he turns back to his visitor and demands, "You wouldn't have talked to them, would you?"

GENERAL STRIKE THREAT HANGS OVER ARGENTINA

27 AUG 1982

By TONY ALLEN-MILLS in Buenos Aires

THE threat of a general strike hung over Argentina yesterday as every news bulletin brought fresh reports of a deepening economic crisis.

The economy's worst week since the end of the Falklands war had begun with the resignation of Sr Jose Dagnino Pastore, the Economy Minister.

It continued with another important resignation and growing signs of an imminent confrontation between the Government and militant trade unionists.

The second senior official to depart was Sr Domingo Cavallo, who, as governor of the Argentine Central Bank was a vital cog in the economic machine, with particular responsibility for dealing with Argentina's crippling foreign debt of \$36,000 million.

Both Sr Pastore and Sr Cavallo are thought to have resigned because they could not accept President Reynaldo Bignone's decision to implement massive across-the-board pay rises to help Argentine workers survive the effects of soaring inflation.

The measures, announced late on Tuesday night, gave workers in both state and private jobs a rise of one million pesos a month (about £15) from September 1.

40 per cent. rises

The flat rate increases meant a pay rise of more than 40 per cent. for some lowest-paid workers, although for those on average incomes the rise was nearer 20 per cent.

In addition, the Government said pay in October would be increased in line with September's rate of inflation, and there will be further rises in November and December.

According to Srs Pastore and Cavallo, Argentina simply cannot afford pay rises of this magnitude, but President Bignone seems to have decided he could not afford politically to offer the unions any less.

The main unions were all meeting yesterday to consider their formal response, but early reactions were hostile and several union leaders are known to favour the calling of a general strike next week.

'A cruel blow'

Sr Saul Ubaldini, Secretary-General of the militant CGT-Brazil General Workers' Union, described the Government's pay offer as "a cruel blow to all our expectations." He said the increases "did not begin to satisfy the minimum needs of Argentine workers."

Sr Jorge Triaca, leader of the more moderate CGT-Asopardo union, said the long-awaited increases "do not reflect the anxieties that we have repeatedly expressed to the Government."

What happens next depends on whether the trade unions are willing to risk a serious clash with the military. Many civilian politicians have warned of the dangers of a military coup and the end of prospects for democracy if the unions provoke an upheaval. But union leaders are finding their strident militancy is striking a popular note on the shop floor.

President Bignone this week warned that Argentines had to understand that "we are not living in a bed of roses, where everybody is out for the best for himself."

The President, who intends to make a radio and television address to the nation tonight, said the situation was critical and "would not be resolved miraculously."

The Government has named as Sr Pastore's replacement Dr Jorge Wehbe, who achieves the unique distinction of becoming the first man to be appointed Argentine Economy Minister three times.

Handling of Press in Falklands under fire

By GRAHAM PATERSON Political Staff

FIERCE criticism of the Ministry of Defence's handling of the Press during the Falklands conflict is made by editors and reporters in memoranda published by the Commons Defence Committee yesterday.

The British approach was widely compared to correspondents' experience in other wars and found to be lacking. One newspaper suggested to Sir Frank Cooper, Permanent Under-Secretary at the Ministry of Defence, "Next time why don't you borrow the Israeli Army's director of public relations?"

'Waste of time'

The briefings to defence correspondents by the Ministry of Defence are widely criticised. Mr Ian McDonald, the Ministry spokesman, gave briefings which—

Were a "waste of time" (DAILY STAR) and "useful if superficial" (FLIGHT magazine).

Contained a "dearth of real information" (STANDARD).

Were "largely a waste of time and resulted in widespread antagonism among correspondents" (OBSERVER).

Appeared to "obstruct or misinform the media rather than inform them" (SCOTSMAN).

Were "not satisfactory . . . the spokesmen often raised more questions than they answered" (REUTERS).

Particular anger was expressed by many provincial and Scottish newspapers at what they regard as the failure of

the Ministry of Defence to give them adequate facilities.

The YORKSHIRE POST said the Ministry's attitude either showed lack of knowledge or was "insulting" to the general public.

The GLASGOW HERALD referred to the "particularly offensive manner" in which the Scottish papers were treated, and the editor of the NEWS in Portsmouth said, "It is my unhappy duty to lodge the strongest possible protest."

The strongest criticism of the Ministry concerns its handling of newspaper correspondents in the Falklands during the fighting.

The correspondents complain of erratic censorship, deliberate holding back of their reports and a frequent sense that although they had sometimes risked their lives delays in sending their reports made these useless.

Alastair McQueen (DAILY MIRROR) said he had found covering the Russian invasion of Afghanistan easier since the Russians knew fully the value of publicity. But like many of the correspondents he paid tribute to officers and NCO's whose attitude was a "refreshing change" from the Ministry's set-up.

Time and again correspondents state that the military had a far better understanding of the needs of the Press than did the Ministry civilians, who according to Ian Bruce (GLASGOW HERALD) became "figures of contempt."

(House of Commons Defence Committee: Memoranda on the Handling of Press and Public Information During the Falklands Conflict. H.M.C.O. 54-90.)

RUST AND RATS AT GRYTVIKEN

By Maj-Gen EDWARD FURSDON Defence Correspondent in Grytviken, South Georgia

LOOKING across King Edward Cove from outside the British garrison's Shackleton House shore base, the captured Argentine submarine Santa Fe, 2,400 tons, lies half-submerged, having been re-beached on the far shore.

Her black conning tower and forward deck are above water, and much of her lethal ordnance is still on board.

Looking further round to the right, the Argentine helicopter downed by fire from Lieut Keith Mills's Royal Marines during their original defensive action lies embedded in the snow—bullet-ridden into a kitchen colander.

In the bay are the rocks which the Royal Navy pounded with 4.5in shells under the noses of the Argentine's Grytviken garrison in a successful move to induce its surrender.

The rocks are now noticeably lower than before the barrage.

Capt Malcolm Willis, R.A.M.C., from Ewshot, Hants, was the South Georgia garrison's medical officer.

After all the action he had seen in the Falklands, the stark quiet beauty of South Georgia had been a marvellous therapy. He volunteered to take me to Grytviken proper.

Stepping down by the King Edward Jetty on to the 4ft wide little beach that encircled the cove—and thus avoiding the minefield—we walked the 1,000 yards round its edge to Grytviken.

Grytviken is a deserted, eerie, brown derelict factory. Capt Willis pointed out the huge whale oil storage tanks—probably still half full, he said.

We walked into high brown derelict sheds housing vast boilers which once helped to render the blubber down.

Similar huge brown sheds were for processing the whale meat, and other giant configurations of pipes and vats dealt with other parts of the whale.

Full of good rope

We clambered our way round the empty ghostly buildings—many still with rusting stores, half-split bales of wool, old piping and other typical factory dross.

I was amazed to find one decrepit place full of good quality heavy rope cordage of differing diameters. Many roofs were rent, corners cracked and shed walls had gaped open to engorge the constant snow drifts.

I found it an unpleasant world—its silence broken only by the pattered scurry of the hurrying rats and the constant low hiss of the water uncannily still ebbing and flowing in the main feed pipes.

Mary Helen Spooner, recently in Puerto Williams, reports on Argentina's other quarrel over land

Chile's South Atlantic dispute remains a sore point

PATRICIO QUELIN is an 18-year-old student who has spent most of his life in a potential war zone. Fourteen years ago, the Chilean Agriculture Ministry sent his father and five other families to raise sheep and cattle on the remote island of Picton, claimed by both Chile and Argentina, which is located at the opening of the Beagle Channel.

Once a week a boat arrives from Puerto Williams, the Chilean naval base located on nearby Navarino Island. Picton has several miles of dirt roads, a small airstrip, four houses, approximately 1,200 sheep and 70 to 80 head of cattle. Of the half-dozen Chilean peasant families originally employed on Picton, only the Quelins have remained. If the Quelin family is not precisely a Chilean equivalent of the Falkland Islanders, they are pioneers of sorts and their presence on Picton is not without strategic value.

Picton, which measures roughly 12 miles long and six miles wide, is one of three crucially located islets claimed by both Chile and Argentina. This dispute ensured Chile remained relatively pro-British throughout the Falklands crisis, and it continues to make both countries treat each other more as enemies than neighbours. During the 1880s, Picton, Lennox, Nueva and the sur-

rounding areas were the site of a gold rush that drew as many as 300 miners. Today, the islands' chief value lies in the sovereignty rights their ownership projects over the Beagle Channel to the west and south. Possession of the islands means control not only of the sea passage between the South Atlantic and the South Pacific, but over the region's probable oil and mineral reserves.

From his Picton home Patricio Quelin has watched Argentine ships enter the channel many times. He noted, however, that fewer Argentine vessels were around during the South Atlantic war. He maintains that no Argentine has ever set foot on Picton during his family's tenure and that their lives have not been touched by any threat of war.



but has since made it clear that it finds the task difficult. Argentine officials have suggested that any Vatican proposal could be subjected to a national plebiscite, while Sr Rene Rojas, Chile's Foreign Minister, has mentioned the possibility of referring certain aspects to the International Court of Justice at the Hague.

In order to shore up its claim to Picton, Lennox and Nueva, the Chilean Government has sought to develop economic activity on islands and in the surrounding area. The Argentine invasion of the Falklands this year raised Chilean fears that the Beagle Channel could

come under attack as well. The raising of livestock on Picton is part of a Chilean Agriculture Ministry project called Estancia Soberania, or "Sovereignty Ranch," which also includes sheep and cattle ranching on the coast of Navarino Island. The workers receive a monthly salary of about 16,000 pesos (£150) — good pay by Chilean rural standards—plus housing, fuel and services.

The financial returns from the Estancia Soberania are fairly insignificant: the beef produced is all consumed locally, while the wool is sent for marketing to Punta Arenas, the provincial capital on the Chilean mainland. "The wool is not even of a very good quality," said an agricultural agent in Puerto Williams. He speculated that at some future date the Government might sell low-priced land in the area to small farmers, or put tracts up for bids to international developers. For the present, he said, the Estancia Soberania was fulfilling its main purpose of lending a Chilean presence to the area.

Most of the approximately 1,300 inhabitants of Puerto Williams and the surrounding area are naval personnel and their families. Over the years, however, the civilian population has slowly increased. Nearly six years ago a crab-meat packing plant was opened a few miles west of Puerto Williams on Navarino Island. At peak production the plant employs 200 workers and produces approximately 500 tonnes of crabmeat annually. The plant's activity has been reduced in line with the fall in demand affecting Chile's fishing industry, but Sr Ernesto Rivas, the plant's manager, insists the area has considerable economic potential.

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Puerto Williams itself attracts a few tourists, with commercial flights from Punta Arenas three times a week. Commander Frederick Corthon, the military governor of the

region, spoke enthusiastically of plans to construct a mile-long ski slope and install a permanent ski lift. According to Commander Corthon, Puerto Williams is slowly becoming more self-sufficient and less dependent on supplies from the Chilean mainland. Long-term residents recall the days before 1978 when they and residents of the Argentine naval base Ushuaia, which faces Navarino on the southern coast of Tierra del Fuego, would travel freely back and forth across the Beagle Channel to shop, trade and visit.

Despite its location in a sensitive and strategic area, Puerto Williams exudes a hearty, frontier-like atmosphere reminiscent of the old West in the United States, minus the violence. The region's rich Indian history and undiscovered archaeological treasures have turned many inhabitants into amateur archeologists. During the South Atlantic dispute life in the area continued more or less normally, according to the area's residents.

"We know from seeing the Argentine invasion of the Falklands that this area could be next," a resident said, on the possibility of an attack by Argentina on the Beagle Channel area. "But what can we do but wait and hope that the Papal mediation is successful?"

26th August 1982

Journalists rap Falklands news

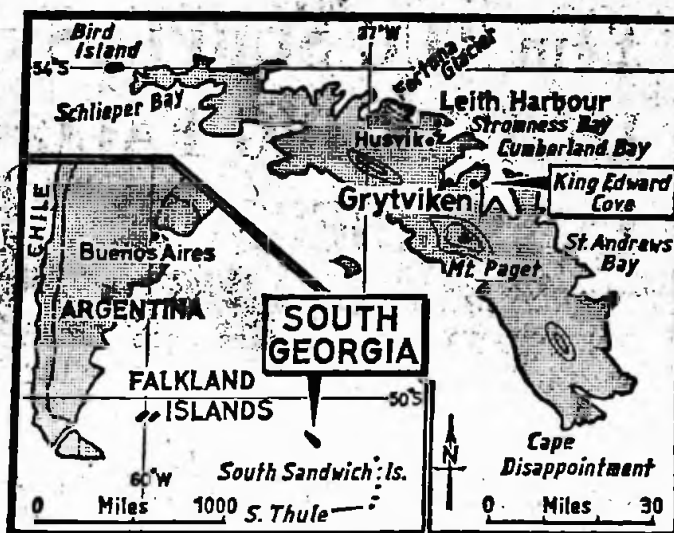
Fresh criticism of the Ministry of Defence's "abysmal handling" of news during the Falklands crisis has been published by the Commons Select Committee on defence. The criticism came in memoranda from 30 journalists, newspapers and other organisations invited by the committee to give their views.

The ministry is accused of using the "fig leaf of the national interest to cover errors, omissions, muddle and lack of information."

Almost unanimously the memoranda strongly criticised the ministry for censorship, misinformation and delaying correspondents' reports.

Many newspapers attacked the MoD for selective invitations to its off-the-record briefings at Whitehall during the crisis.

There were also complaints about the "chaotic" arrangements over getting journalists on to the task force in the first place, and criticism that the Navy and the ministry were both clearly opposed to taking any journalists with them at all.



Floating barracks faces Navy axe

By DESMOND WETTERN, Naval Correspondent

A MOBILE barracks, complete with its own workshops, power plant and accommodation for 2,000 servicemen in the Falklands is being prepared for breaking up at Devonport dockyard, Plymouth.

The decision to scrap the 12,000 ton submarine depot ship *Forth* is causing anger in naval circles in Plymouth.

It is felt that despite her age, the ship was completed in 1939, she could be towed to the Falklands to provide a reasonable standard of accommodation more quickly than it will be possible to erect permanent buildings ashore.

In 1969 the *Forth's* sister ship *Maidstone* was used as both a barracks for 2,000 troops and as a detention centre for IRA suspects in Belfast.

Until quite recently the *Forth* had been used as a depot ship for nuclear and other sub-

marines at Devonport and her generators were kept in good condition to serve in the event of a failure of shore electrical supplies to the nuclear submarine refit centre.

In the 1960s the *Forth* was extensively modernised for service in the Far East and has a foundry and workshops for coppersmiths, plumbers, electricians and carpenters and heavy and light machine shops which could be invaluable in the task of reconstruction in the Falklands.

Her amenities include a large galley and bakery, laundry, hospital with operating theatre and dental surgery, a barber's shop and chapel.

Argentine leaders split on risk of military coup

By TONY ALLEN-MILLS in Buenos Aires

TWO senior Argentine ministers have publicly contradicted each other about the likelihood of a military coup aimed at sabotaging efforts to return the country to democratic rule.

Gen. Llamil Reston, military Interior Minister, told a group of journalists at the weekend that rumours of plots being hatched by dissident military officers were "a product of fantasy."

Gen. Reston said the present administration was at its strongest since the military seized power from President Isabel Peron in 1976.

"The strength is borne from the decision to (return to democracy in 1984)," he said.

Weak government

Senor Jose Dagnino Pastore, Economy Minister, was reported to have told trade unionists that one of the main possibilities now facing the government was "a new military coup, the beginnings of which are certain, but not the outcome."

Sr Dagnino claimed that even if a coup did not take place before 1984, "if the elections were held amid all the current economic and social pressures, the new government would be extremely weak."

That in turn could provoke a speedy return of military rule.

Unfortunately for Gen. Reston, it is Sr Dagnino's view that is widely shared by most Argentine civilians. It breeds uncertainty as the military's intentions continue to undermine political and economic confidence.

Argentina is no stranger to military coups, but in 1982 the situation is different because the military already hold the reins of power and any coup attempts would be the product of an internal upheaval within the armed forces.

Brig-Gen. Basilio Lami Doza, retired Air Force Commander-in-Chief, says many officers are unhappy about a total military withdrawal from the political arena.

While Gen. Doza approves of a partial handover of power to civilians, there are more militant groups who cannot accept even that.

For the time being, it seems would-be plotters are too divided among themselves to offer any cohesive threat to Sr Bignone or Gen. Christino Nicolaides, the Army Commander-in-Chief.

IT'S A SNOWMAN'S LIFE FOR TROOPS IN SOUTH GEORGIA

By Maj.-Gen. EDWARD FURSDON

Defence Correspondent, in Grytviken, South Georgia

who filed this report after visiting the territory where the illegal presence of Argentine scrap metal merchants began the Falklands crisis.

TAKE the highest sections of the Alps, cream them thickly with deep snow, and then immerse them in water until only their upper parts still show — and you have South Georgia.

After the grey overcast of our passage from the Falklands in the converted Leander-class frigate Andromeda, 2,962 tons, we entered Cumberland Bay to a dawn breaking on a pure white abundance of peaked sunlit snow rising sheer from the calm water and backed by a brilliantly clear blue sky.

The larger connecting valleys were filled with enormous glaciers, whose jagged, fissured high cliffs of ice glowed eerie blues, greys and greens against the still water's edge.

Even the duty watch on the Bridge, hardened by four continuous months of South Atlantic sea duty, was awed by this unexpectedly striking revelation: "It's just beautiful," said the tough leading hand beside me.

Carefully skirting a huge towering green iced wedding cake of an iceberg, complete with snow-piped decoration, we turned and slowly edged our way up to the mooring in King Edward Cove.

Canadian in charge

Piper Alasdair Gillies from Ullapool piped a welcome from on board the small British Antarctic Survey's motor boat Albatros, encircling us.

A few minutes later we were ashore at the jetty, and being briefed by Capt. Greg Luton, 27, of the Queen's Own Highlanders, currently in command of Grytviken garrison, at his headquarters.

Capt. Luton, from Brantford, Ontario, was previously an officer in the Canadian Army. He then resigned his commission in order to enlist as a Private in the British Army to achieve his ambition of becoming an officer in a Highland regiment.

Meanwhile the mail we had brought—the first to reach South Georgia for over a month—was being eagerly distributed.

Although many received between 20 and 30 letters, the record went to Private Mark Jones, from St Albans, an Army Catering Corps cook. Proudly embarrassed, he told he had received 49!

House for soldiers

The majority of the soldiers live in the large green Shackleton House on King Edward Point, belonging to the British Antarctic Survey, and originally due for demolition.

This area of King Edward Cove was also the administrative centre of South Georgia, complete with Post Office, Customs and a jail.

It lies less than a mile away and quite separate from the abandoned whaling station of Grytviken itself, sited on the small ledge offshore at the head of the cove.

King Edward Point was also the scene of the original defensive action against the Argentinians by Lt Keith Mills and his party of Royal Marines.

The soldiers' accommodation is in rooms which are good, warm and spacious. "Much better than anywhere in the Falklands," I was told, and I would agree.

The medical officer and the cooks also have excellent facilities, even though these were originally designed to cater for fewer numbers.

After arrival, however, the men "had to spend three weeks clearing up the filth of the months of Argentine occupation—and I mean filth. It was disgusting," the doctor said.

There are still shells and some mortar bombs under the water, and there is also a minefield to be dealt with—now deep under the snow.

Well marked, it cannot be touched until the Antarctic summer returns.

There are plenty of rats in Grytviken—but King Edward Point boasts a mythical huge cat, said to have been put ashore some years ago by the Russians.

Its size grows with the telling by the sentries on night duty, but everyone assumes that the batteries for its transmitting "bugs" are long since well and truly flat!

Climate a danger

The garrison necessarily lives in what Capt. Luton calls "an encapsulated environment."

"Unless you are aware of its potential dangers, you could well be deceived as to the natural hostility of the climate. It is dangerous—and without heat, light and food, you die," he said.

The soldier's routine is a regular one, but their remote Antarctic life demands that a high proportion of it is necessarily spent on self-maintenance.

Every day starts with an inspection of their "fighting order equipment," which includes snow shoes, for at the time of my visit there was about 8-10ft of snow.

In general, the mornings are spent on practical training or lectures, and the afternoons on the constant vital maintenance of the garrison's defensive dispositions, its accommodation, stores, facilities and its few "Snocat" tracked vehicles.

Snow clearing is a daily chore.

It snows every night at the moment, and to this are added large drifts which the local "Katabatic" wind effect deposits in different unlikely and unpredictable places each night—as if by magic.

At least, said Capt Malcolm

Willis, of Ewshot, Hants—the garrison's medical officer from 16 Field Ambulance—"shovelling it away keeps the soldiers fit."

Many of the Jocks I spoke to said they really enjoyed their life in South Georgia, and would rather be there than in the Falklands.

Small reconnaissance patrols radiate from the base, either on snow shoes, skis or by boat, to dominate the local area.

Sometimes they stay out overnight.

Daily, however, before supper, everyone in camp attends an Antarctic-type lecture on, for example, survival or the building of snow houses.

But by evening, such are the conditions, everyone is tired and, despite the attraction of a film or the little unit canteen, they are early abed.

The BA/S's facilities were good, and many now support the military garrison's very existence.

Key to survival

Royal Engineers run the small power station—the real key to survival—and also do essential maintenance work using the well-equipped trade workshops.

L-Cpl Kevin Louis, a "chippie" from Grimsby, showed me the excellent wood-working machines, mending broken windows and frames had been his main task.

Plumber Sapper Garry Gates of Bexleyheath had been kept busy renewing pipes, but curiously for this climate he was without any lagging for them.

The nearby Post Office, still stocked with fascinating forms dealing with whales, was like some old-fashioned 19th Century film set; it now serves as the garrison office. Cpl Michael Evans, Royal Signals, was on duty at the communications centre. He is from Colchester.

"No problems at all. We are through to headquarters clear by voice every day; we only use Morse occasionally just to keep up our speeds!"

Muck in together

In a place like South Georgia, all the men of the garrison have to muck in together to do everything required to support their own communal existence in the relentless, unyielding, harsh reality of Antarctic life.

Nearly everyone has to double-up his normal military usefulness by either learning new skills or applying his hobby on interests for the common purpose.

Although obviously the Queen's Own Highlanders cannot replace the many specialised skills of the BAS scientists, centred on their now inevitably "disturbed" laboratories, the battalion has already restarted taking simple meteorological records.

Cpl Graham Bonnyman, from Elgin, is the "met officer" taking his daily readings of air and sea temperatures, wind and barometric pressure.

"As far as the Jocks are concerned," he chuckled, "there are only three temperatures out here: cold, bloody cold and . . . freezing!"

A very apt summary, I thought.

One of the more unusual extra jobs of Section Cpl Alan Henderson from Forres, Grampian, is that of "chicken major."

He is responsible for an assorted batch of 18 chickens which in some incredible way survived ending up in either an Argentine or British cooking pot.

Egg production is currently low—only three a day. The reason, he told me, is that his charges had not yet recovered from the previous unit's firing of their 81mm mortars from immediately behind the hen house.

A boat is essential militarily and domestically, and thanks to much skilled maintenance work on her engine, the BAS's sturdy Albatross is back in commission and doing sterling work.

Her two-man crew is Cpl David Squibb of the Royal Signals, from Bristol, who is "used to messing about with boats"; and L-Cpl Archibald Macdonald who previously worked a 65-ft lobster boat out of Barra in the Western Isles.

Simple white cross

Life jackets, are, of course, de rigueur, even though in practice one would probably not survive in these water temperatures for more than about a minute and a half.

Second Lieut Hugh Macnally—once a stalker from near Forres—walked me over the "squeaky" snow to the Shackleton Memorial at Hope Point. It is a simple white cross, topped with red paint. "We hold our regular Sunday service here," he said, "out in the open."

From this southernmost military outpost in the world, it seemed only fitting and moving that this should include a one minute's silence.

A piper's lament was carried by the wind across the small ice floes to the distant glaciers, the high peaks and the silently listening snows.

Call to end Falkland freeze.

By David Simpson,
City Correspondent

Pressure is mounting on the UK and Argentinian Governments to remove the mutual freeze on assets imposed at the outbreak of the Falklands hostilities before the opening of the International Monetary Fund meeting in Toronto on September 6.

Discussions on scrapping financial and economic sanctions are still quietly taking place through intermediaries but external governments — as well as international and British bankers — are stressing that priority must be given to the unblocking of assets, to enable negotiations on Argentina's debts to be instigated at the IMF meeting.

The future of sanctions

which have been held in place awaiting a formal cessation of hostilities, is expected to be discussed by Cabinet members, led by the Prime Minister, and the Chancellor, Sir Geoffrey Howe, during the course of this week.

Indications are now being given to British banks whose principal and interest payments of about \$270 million since the opening of the Falklands crisis have been paid into a reputed escrow account, that Argentina will resume direct payments of interest only when the freeze on assets is lifted.

This, in effect, would amount to a de facto rescheduling and although UK banks could then theoretically implement default causes, they would be unlikely to do so.

Instead, the Argentinian move would add impetus to the need to reschedule the country's \$22 billion public sector debt.

It would also increase pressure on British banks' partners in specific loans to honour the pro rata payments sharing agreements which a number of banks, particularly where Chase Manhattan and Citibank are agents, are not currently observing.

The importance of seeking a solution to Argentina's financial and economic difficulties was emphasised by the country's disclosure last week that unemployment is rising fast, while output and consumption fell by 7 per cent and 10.5 per cent respectively in the first half of the year.

The Times
24 August
1982



A casualty of the Falklands fighting arrives back in Britain. How will he fare financially?

Charitable relief funds raised in moments of national emotion have an uncharitable tendency to attract controversy. From Aberdeen to Ibrox, and on to Penlee, which eventually produced a pools win sized payout of £384,000 to each of the eight lifeboatmen's families involved, there has been dispute about how the money should be disbursed.

Now, with most of the troops and ships from the Falklands welcomed victoriously home, the trustees of the South Atlantic Fund are having to decide how to use the £11.5m which it has so far received to help those who lost most, without attracting the same opprobrium.

Money is still pouring in at the rate of tens of thousands of pounds a day, but the numbers to be covered are large. The dead on the British side total 256. There are 105 widows, 110 fatherless children.

The toll in serious injury and disablement has still to be worked out, but 777 men are known to have required significant hospital treatment. Of these, 55 are still in hospital and 68 on sick leave, eighty people suffered burns, mostly facial and some serious. Twenty lost an arm or a leg, nine lost feet, chiefly in minefields, and on a hand. Two were blinded, another lost much of his sight, and four men sustained severe head injuries.

So far the fund has paid out £3.3m. Of that, £1.8m has gone direct to widows and dependents of those killed — £10,000 to each widow, £1,000 a child and other payments to other dependents. These are for "immediate needs". No payment has so far been made to the disabled. All are still being paid by the forces, and their needs have yet to be assessed.

Another £1.5m has gone to the chief service charities, including £500,000 to amenity funds to provide television sets, games and the like, a move justified by the fact that £1m of the money raised was earmarked by donors as being for the troops, airmen and seamen, rather than the dependents. Most of the £1.5m has gone to the King George's Fund for Sailors, which looks after both naval and merchant seamen, including for example, the

Finding a fair way to share the Falkland millions

family of the Hongkong laundryman killed in HMS Sheffield.

It is here the first signs of difficulty have arisen. The RAF has just one widow as a result of the fighting, and already some of the ex-service charities are asking why the RAF fund should receive so much with so little, apparently, to do with it.

The initial payments have also brought into focus the disparity between current war and disability pensions, and those paid to victims of earlier campaigns, as well as the disparity between different victims of the Falklands.

Widows of three merchant seamen killed in the Falklands — three single men also died — receive much larger sums than servicemen's widows: £26,000 for a merchant navy rating against £7,435 for an army private or ordinary seaman.

Service pensions, however, are appreciably more generous than they used to be. A private's widow receives a capital sum of £7,435, plus combined Ministry of Defence and DHSS pensions of £4,220. A staff sergeant's widow with two children receives a lump sum of £10,325, plus a total pension of £8,044.

The sums already paid out by the South Atlantic Fund come on top, but their apparent generosity has to be set against the fact that many service widows will have to find their own housing when they

move from service accommodation.

All this jars awkwardly with payments made to widows from the two world wars and up to 1973, when payments were significantly uprated; and again with widows of those killed in Northern Ireland, who have recourse to the Criminal Injuries Compensation Act, which produces an average payment of £10,000, but requires legal action for it to be obtained.

Ex-service charities pointed out last week that for a war widow from the first two wars, a payment of only £4 a week before supplementary benefit is reduced pro rata.

Not surprisingly, the Falklands has brought the start of pressure on the Government to review war pensions generally. Whether that happens or not, the South Atlantic Fund has still to decide how to use its remaining £8m, not least to help those who are disabled and who in the long run may make the greatest demands on the fund.

While for higher ranks and longer service, the disability pensions compare well with widow's pensions for those 100 per cent disabled (those who are totally blind, have lost both hands, or a hand and a leg, or worse), a private with up to five years service who is 100 per cent disabled receives a lump sum of

just under £3,000, and a pension of just under £4,000.

The trustees of the South Atlantic Fund are consulting the chief service charities, and consult all other charities in the field, to decide how best to use the money.

The possibilities include seeking out all the dependents and injured and making a settlement on each; handing the bulk of the money over to the other charities and letting them decide cases day to day; or running a combination of the two — perhaps buying a house here or there for widows, paying school fees and setting up trusts for the injured, while leaving appreciable sums with the charities for needs that cannot yet be foreseen.

In addition, the fund will eventually have to decide how far the money should go to Falklands victims alone. For to avoid paying disproportionately large sums to individuals, as at "Penlee", the trust deed has been drawn sufficiently wide for the money not to have to go just to them unless the donors so specified.

Mr Brian Fox, secretary of the British Limbless Ex-servicemen's Association, says: "It seems at the moment totally wrong that the RAF Benevolent Fund should receive as much as it has with just one chap killed. On the other hand, the South Atlantic Fund might like the money distributed to the main charities so it can be used for all those who have need, including the Falklands victims. That is what we would like to see."

"Some of our chaps from former campaigns have struggled to get by and feel rather hard about the money raised, almost a feeling of jealousy. They do not want to deny those who suffered in the Falkland, but we do feel the money should be spread in as fair a way as possible, to all those in need."

Nicholas Timmins

Tomorrow: Tim Jones in Port Stanley reports on the Falklanders' renewed fears over government policy on the islands' future.

Widows' pensions for deaths attributable to Falklands campaign

	Private or ordinary seaman up to 5 years' service	Staff Sergeant or petty officer with 8 years' service	Major or Lt Commander with 16 years' service
Lump sum	£7,435	£10,325	£17,580
DHSS pension	£2,215	£2,256	£5,887
Additional payments for children would be a DHSS pension of £1,131 for two children, regardless of father's rank, with MoD payments related to rank; eg. £1,852 for a Staff Sergeant's widow, £2,812 for Major or Lt Commander's widow.	£2,005	£2,005	£2,005

Citibank set to share out Argentine loan payments

By Peter Wilson-Smith, Banking Correspondent

Citibank, the big American bank, has told British banks that it is prepared to share out payments on Argentine loans if the differences between the two countries have still not been resolved by mid-September.

The decision was made clear to British banks in a telex at the weekend in response to numerous inquiries on the position of Citibank, whose chairman is Mr Walter Wriston.

Although no payments have been made to British banks by the Argentinians since Britain and Argentina imposed economic sanctions against each other because of the Falklands crisis, loan syndication agreements stipulate that any debt service payments must be shared out on a pro-rata basis among all banks in lending groups.

An increasing number of banks have been paying up under these pro-rata sharing agreements, but Citibank is one of the leading banks which had been singled out for not doing so.

According to British banks, although the obligation to share out payments is clear, some loan agreements do not give a clear time limit for payments to be made.

And one British banker claims: "Citibank has not pro-rated at all," although other sources say that it only ceased pro-rata payments when the fighting over the Falklands ended.

In its telex to British banks Citibank makes clear that it intends to honour all its obligations and believes that "the principal of interbank sharing is fundamental to syndicated loans."

However it explains that: "In the unprecedented, unique, situation raised by the dispute between Argentina and Britain, Citibank continues to believe that sharing is best deferred in order to give Britain and Argentina the additional time to resolve their differences."

"We also believe direct payment of the British banks is preferable to the confusion



Walter Wriston:
Citibank chairman

of creditor relationships which would result from serial sharing of individual payments."

Citibank tells British banks that it regrets that its position has been misinterpreted and in order to limit

confusion it is confirming its intention to go ahead with sharing from next month if the crisis is still unresolved.

It is unclear how much is involved altogether in the pro-rata sharing with all banks involved. But according to Argentina, \$270m (£150m) has been paid into a so-called "escrow" account in New York instead of to British Banks.

According to one London banker, Citibank was the last leading bank not meeting sharing payments although a couple of smaller banks were still being "very awkward".

One estimated about three-quarters of the banks involved have paid up under the sharing agreements.

There is still little optimism among the authorities for an early end to sanctions with Argentina although it appears there have been behind the scenes discussions over lifting sanctions.

The main problem is believed to be getting agreement on a simultaneous lifting of sanctions.

6th August 1982

Committee of 24 to hear Falklands case

From Paul Keel
in Port Stanley

Two Falklanders will visit New York later this month to present the islanders' case to the United Nations decolonisation committee.

Mr John Cheek and Mr Tony Blake, both members of the islands' elected legislative council, will be the first Falklanders to speak directly to members of the Committee of 24, as it is also known, which has traditionally supported Argentine claims in the sovereignty dispute with Britain.

Announcing the visit, Mr Rex Hunt, the Falklands' civil commissioner, said that the trip would be a step in the right direction for the islands. "I think it will be a very good thing for them to see two island representatives who can show the people in the Committee of 24 that they are not dusky colonial Gauchos, but that they are British and have the right to determine their own future."

Mr Hunt said he expected Argentina to mount a strong diplomatic offensive during the New York visit by the islanders, and it would, he declared, have to be answered robustly. "The Argentines will just be churning out the old stuff about us having kicked them out in 1833 and we've been pirates and squatters ever since," he predicted.

But the civil commissioner was optimistic about the decolonisation committee taking a new line in the light of the invasion. "I think we shall have to do what we can to win over some of the votes that have traditionally gone to Argentina. I think now is a good time. After the armed aggression of Argentina some of the more moderate members of the committee will take a different perspective."

Mr Hunt also welcomed news that Lord Shackleton's updated report on the development of the islands had been delivered to Mrs Thatcher in London.

Stamps grow into £528,000 industry

From Tim Jones
Port Stanley

Sheep ranching, the biggest single industry in the Falklands, takes up most of the land. Farms of 100,000 acres and more are common, for the land is extremely poor and it requires four acres to support one animal.

But the second largest industry, which is the Government's biggest single source of income, is conducted from two small rooms in Port Stanley post office. Here, from a small wooden desk Mr Darwin Lewis Clifton, Manager of the Philatelic Bureau, deals with letters and telegrams ordering Falklands commemorative first day covers from all over the world.

The latest financial estimates show that revenue from income tax for 1981-82 was £350,000 but the sale of stamps was expected to raise £528,000.

That compares with £160,000 in companies tax, £65,000 medical services levy, £10,000 from estate duties and £1,100 from liquor and tobacco licences and £10 from sweepstakes.

By far the most popular first day cover is the one issued on August 16 that has three stamps on it commemorating the birthday of the Princess of Wales. They sell for £1.30 each and British soldiers are buying large quantities. Some of the stamps are designed by local



The most popular stamp
in Falklands

artists but others are drawn by artists in England.

During the Argentine occupation Mr Clifton and his staff of seven continued working at the bureau for five weeks until they were locked out. "The stock here is valued at more than £2m and we dreaded it would be looted. But for some reason the Argentines never touched them although they smashed up the post office".

He believes that the Falklands stamps are so popular because the islands are a colony and therefore of interest to serious collectors. "Most of the business is done with Britain but there is a healthy trade with the United States, Europe, the Middle East and some contacts with east European countries."

India plans foray in Antarctica

From Our Own Correspondent
Delhi

India is to make fresh footprints in the snows of Antarctica. An expedition now being prepared will put a practical emphasis on the Indian view that the Antarctic is open to all and is not the preserve of rich countries.

The expedition will leave in November, nine months after India's first Antarctic expedition returned home.

Like India's space programme, the Antarctic foray is a boost to national self-regard, and as well as having a scientific purpose it makes a political point.

India wants to ensure that it has a voice in any future international discussions about the exploitation of Antarctica's oil, coal and other mineral resources. It simply believes it is better to be on the field of play than shouting from the terraces.

A serious scientific interest in Antarctica is a prerequisite for joining the Antarctic Treaty, which is the international Antarctic club. India is likely to seek membership, claiming that it has started serious and substantial research.

The first expedition landed in Breid Bay, in Norwegian-claimed Queen Maud land, took samples, made magnetic and meteorological readings and set up a small, unmanned station.

Among other things, India says that meteorological work in the Antarctic will help in weather forecasting, and that shrimp found in Antarctic waters could become an important addition to the Indian diet.

The Antarctic Treaty was signed in 1959 by Britain, Argentina, Belgium, Chile, France, Japan, New Zealand, Australia, Norway, South Africa, the United States and the Soviet Union. It came into force in 1961, and may come up for review in 1991.

The treaty does not grant territorial rights or recognize claims. It reserves the 5,500,000 square mile continent south of 60° latitude for peaceful research and international cooperation. These ideals may come under pressure as exploration reveals more wealth.

India says it will stake no claim in Antarctica and will not recognize anyone else's claim in what it regards as a region of common heritage. Mrs Indira Gandhi, the Prime Minister, said: "We and other countries have equal rights."

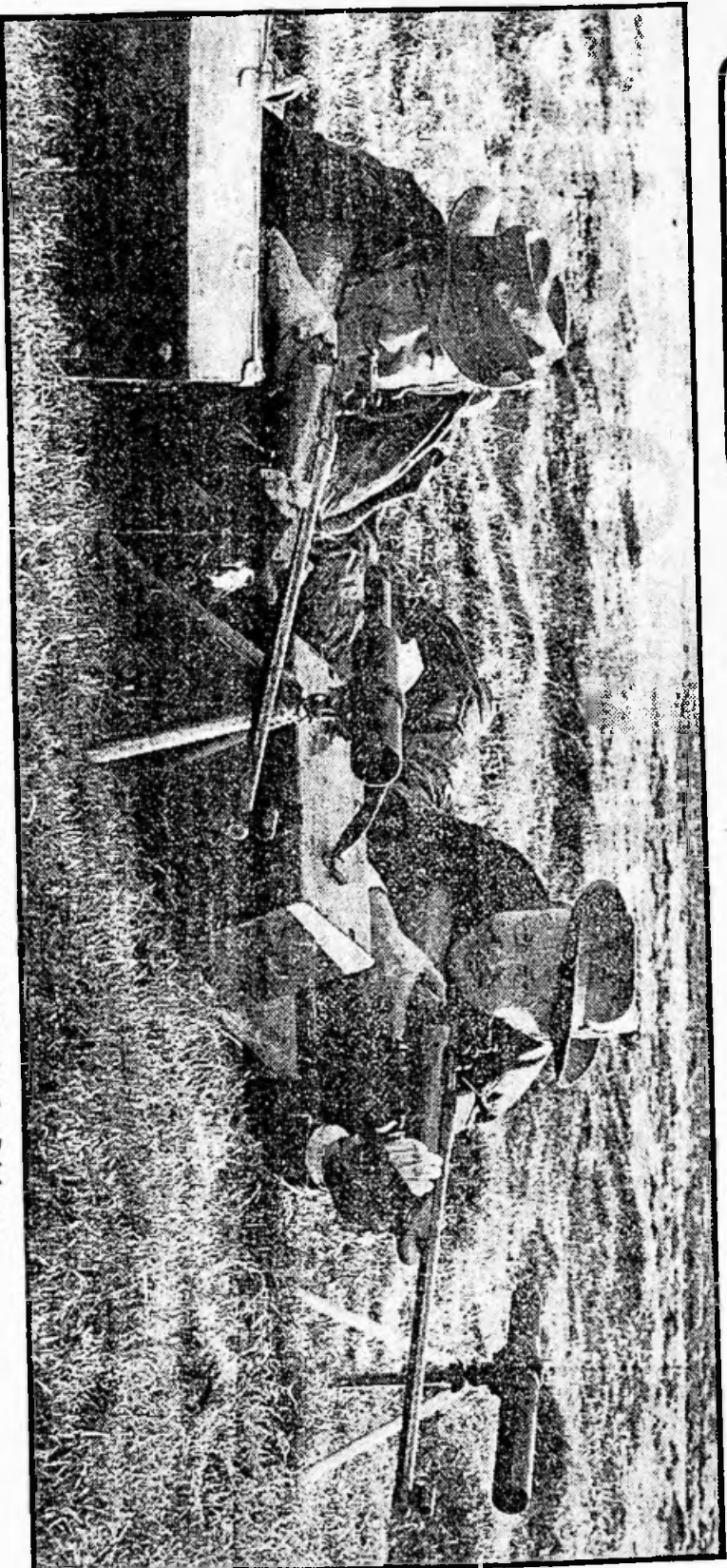
EXTRA TIME

The sharpshooters

Falklands
pair back
on target

FOLLOWING The Mail on Sunday's exclusive news of the two Falkland Islands riflemen who will be competing in the Commonwealth Games, we bring you the first picture of the marksmen practising outside Port Stanley.

The road to Brisbane has not been easy for Tony Petterson and Gerald Cheek. When the Argentines invaded the islands in April they stopped the pair's training and used their shooting butts for firewood. But this has not stopped their determination to become the first Falkland Islands sportsmen to take part in the Games.



GOING FOR GOLD... Falklands marksmen Tony Petterson (left) and Gerald Cheek take aim for Brisbane.

Marta steps in as top British girls have to sit it out



PETER BARNES... lured

At £90,000, Coe and Overt make Brisbane a snip for the BBC

THE BBC may well have the last laugh at this week's news that Seb Coe and Steve Overt will race against each other twice at the Commonwealth Games in October.

Of the three planned television spectacles between the two Olympic champions, only the mile in Eugene, Oregon, on September 25 is now likely to be staged because of their injuries and illness.

ITV have paid £100,000 for exclusive British rights for that one, hoping it would be the 'decider' in the series. CBS

'Half Argentine bombs failed'

SUN. TELEG. 1.8.82

By RICHARD BEESTON in Washington

BRITAIN has informed the Pentagon in a secret report that fewer than half the Argentine bombs that hit British ships in the Falklands War actually exploded. Otherwise the outcome of the war might have been different.

A "high-level British commander" was quoted by the *Washington Post* as saying that he would have recommended withdrawing the Fleet from the Falklands rather than accept the heavy losses if all the Argentine bombs had exploded.

The British report said that at least six British ships were discovered to have unexploded Argentine bombs lodged deep inside them. An Argentine officer is quoted as saying that in several instances a bomb entered one side of a British ship and came out the other without exploding.

Most of the bombs used against the British Fleet were bought from the United States about 13 years ago, the Argentine officer said, and some of their circuits may have deteriorated. Also the Argentines were trying to sink ships with bombs rigged to destroy land targets.

EXOCET FAILINGS

A Pentagon official said even the French Exocet anti-ship missiles had their failings. He confirmed that the Exocet that sank the destroyer *Sheffield* failed to detonate, and that the ship was sunk by an explosion touched off by the missile's burning fuel.

An Argentine military official confirmed that bomb after bomb failed to go off after direct hits on a British ship.

The propellers on the bombs had to spin a certain number of times before the bombs could explode. Argentine pilots often flew so low that their bombs did not have time to become live.

Another failing, he said, was that some of the bombs were set to explode only after absorbing more impact than provided

by the thin sides of some British ships.

OUR DEFENCE CORRESPONDENT writes: It became clear soon after the San Carlos landings that Argentine bombs were regularly failing to explode, but defence correspondents complied with an urgent Defence Ministry request to play down these failures, lest the Argentine air force should be able to rectify them.

After the surrender of the Argentine garrison at Goose Green the British realised that much of the enemy ammunition was time-expired and highly unreliable. One ammunition dump was so unstable that it blew up as Argentine prisoners were moving it.

Discord in victory

SUN. TELEG. 1.8.82

THE news that there is to be a traditional victory parade in the City of London for men of the South Atlantic Task Force will please, in particular, all those people who felt unhappy about the service at St Paul's Cathedral last Monday. Controversy over that service continues unabated (not least in our correspondence columns and in Dr Edward Norman's uncompromising commentary on the opposite page). It is surely rather sad that what was presumably meant to unify has proved so divisive. And yet whatever view is taken of that service — whether one thinks it was bleakly inappropriate or courageous and honest — all can perhaps agree now that in present circumstances such a service was bound to lead to dissension, no matter what form was adopted.

After previous wars for national survival, there has been a very widespread desire to give thanks for victory and to honour those who died to secure it. At such times nothing could have seemed more natural than that those at the head of national life should gather in one of the great places of worship when the

fighting stopped. Things are different today. To say that is certainly not to underestimate the general admiration for, and gratitude to, the men of the Task Force: nor is it to dismiss entirely the talk of a "new mood" in the country after their brave achievements. But the very nature of the operation, and the sharp political opposition which it attracted from some quarters throughout, account for the change.

Poor Dr Runcie was bound to cause disappointment or anger somewhere, whatever note he decided to strike in his sermon. As it turned out he incurred the wrath of those who thought he sounded cool about patriotism: had he done otherwise, there would assuredly have been no less wrath from the "progressive" camp. Thus the continuing divisions in the nation, rather than a new-found unity, have been displayed. There should be one paramount consideration in the argument: if the bereaved families derived some comfort from this service, that is enough in itself. In other respects, it would probably have been better if the service had not taken place.

Carrier off to Falklands

1.8.82

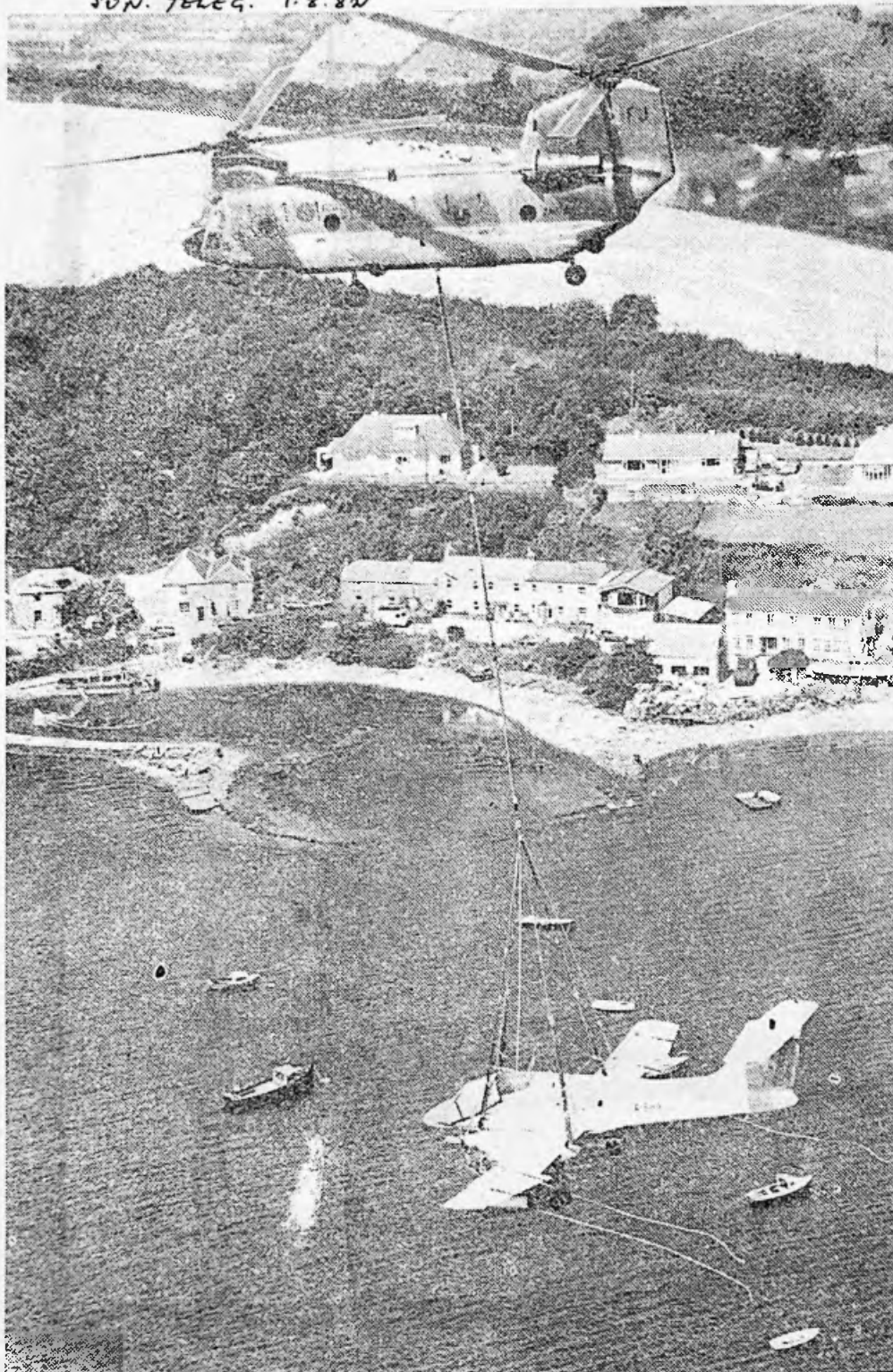
Sunday Telegraph Reporter

The Royal Navy's new aircraft carrier, *Illustrious*, sails from Portsmouth for the Falklands tomorrow to relieve her sister ship, *Invincible*.

Illustrious has been prepared with just six weeks sea trials in the Western Approaches of the Channel since she was launched three months ahead of schedule.

The day a Pucara flew over England

SUN. TELEG. 1.2.82



An Argentine Pucara ground attack aircraft captured at Port Stanley airport "flying" again with the aid of an RAF Chinook helicopter as it was carried from Devonport to the Royal Naval air station at Yeovilton, Somerset, where it went on show during an open day yesterday. Its eventual destination is Farnborough, where it will undergo examination for technical information.

FALKLANDS PILOTS *D. Teleg. 2.8.82* GO BACK

By Our Naval Correspondent

BBRITAIN'S newest carrier the 19,500-ton *Illustrious*, leaves Portsmouth today for the South Atlantic with some of her Sea Harrier pilots rejoining the Falklands Task Force after only three weeks in Britain.

The carrier, which is to replace her sister ship *Invincible*, due to return home next month, was completed and handed over by her builders, Swan Hunter of Tyneside, only six weeks ago.

Before the Falklands crisis, it was intended that she would complete a long series of trials before joining the fleet a year from now.

The Sea Harrier squadron on board, No. 809, is commanded by Lt-Cdr Jim Gedge, who took part in the recapture of the Falklands, flying from the 28,500-ton carrier *Hermes* which returned home last month.

£30m WAR DAMAGE *D. Teleg. 2.8.82* CLAIMS SUBMITTED BY FALKLANDERS

By CHARLES NEVIN in Port Stanley

A TEAM of Government officials will arrive in the Falkland Islands shortly to begin the task of assessing and paying compensation for war damage estimated at £30 million.

Officers from the Claims Commission, experienced at assessing damage caused by the mammoth war games in Germany, will be presented with claims already collected and compiled by military and civilian police officers on the islands.

About 80 per cent. of the expected claims have been received.

They make compulsive and sometimes poignant reading. One pensioner has made just one claim, for a torch valued at £4. Another claimant wants 50p each for two jars of jam, and another £15 for a wedding ring bought in 1956. Perhaps the biggest single private claim is for £99,512 from the Dunnose Head settlement on West Falkland. Harriers raided the airstrip which was used by Argentine Hercules.

The £30 million can be broken down into three equal parts: damage to the airport, private and other public losses.

Mrs Thatcher has promised to be generous, a stance expounded last week by Mr Cranley Onslow, Foreign Office Minister, in the Commons when he said that losses caused by both British and Argentine forces would be compensated.

Tractors smashed

The aim of the compensation, said Mr Hunt, would be to restore the victim to the position he would have been in had there been no loss. What remains to be decided is how widely this will be construed. Whether, for example, lost profits will be paid to shopkeepers.

Mr Mike Butcher has a metal-work and peat-delivery business. Or he did have until the Argentines requisitioned his five tractors and smashed four as well as turning the land around his house into a network of foxholes and gun emplacements.

Now he has got to replace his tractors before the summer comes and peat digging starts. That means getting them from overseas; next to impossible at present, even if he had the money, which he has not.

Much of the peat diggings are out of bounds because of mines. On top of that, there is no demand for metal work at the moment. His claim is for about £16,000.

Sheep lost

Mr Richard Hills is a farmer, leasing 23,000 acres from the Falkland Islands Government and the Falkland Islands Company. He is still paying rent but he cannot get onto his land because of the danger of mines. He had 32 head of cattle and 2,400 sheep. Now he puts his total at 10 head of cattle and 800 sheep. The Argentines shot them for meat and to use their hides for warmth.

"My problem is not only having lost the sheep but the fact that I've also lost next year's earnings on their wool," said Mr Hills. His losses do not end there.

Tin has been stripped from his farmhouse, and barns, fences and pens taken down. A stable has been demolished. He estimates, very roughly, his total losses at about £45,000.

He says: "We are not certain if we are going to be able to get back and farm again because of the danger of the mines. I have farmed for 36 years to build that flock up. The 800 left won't cover the rental and, anyhow, how do I get them off the land?"

FALKLANDS CRITICS

'Senseless campaign'

D. Teleg. 2.8.82
Criticism of the Government's handling of the Falklands crisis is made in a motion from the Furniture, Timber and Allied Trades Union on the preliminary agenda for next month's TUC Congress in Brighton.

"Congress believes it is immoral and indefensible, from a humanitarian point of view, for a single life to be lost in any senseless military campaign undertaken by any nation in the world," says the motion by the union, which has a Communist general secretary, Mr Ben Rubner.

DUD BOMBS 'WON WAR FOR BRITAIN'

By DAVID SHEARS
in Washington

A SENIOR Pentagon official was quoted over the weekend as saying that Britain might have lost the Falklands war if half the bombs Argentina had used against the Royal Navy had not been duds.

At least six British warships were found to have unexploded bombs lodged deep inside them and in several cases the bombs were said by an Argentine officer to have passed through British ships "like butter" without exploding.

This was the gist of a report by Mr George Wilson, the WASHINGTON POST military correspondent, citing an unnamed Pentagon official who had received a secret briefing on the Falklands war.

He quoted this American source as saying that because fewer than half of the bombs dropped on British ships were dud, Britain had perhaps been enabled "to win a war it otherwise might have lost."

Two reasons

Even the French Exocet missiles had had their shortcomings, according to this account. The one that sunk the destroyer Sheffield had failed to detonate and the ship had been destroyed by explosions set off by the missile's burning fuel.

Much of the post-mortem data on the Falklands campaign cited by the Post's Pentagon source seems to have come from Argentine officials. Britain is still officially evaluating the lessons learned from the war and is not due to brief the Pentagon on its findings until later this month.

However, one "high-level British commander" was quoted as telling the Pentagon that he would have recommended withdrawing the navy from the Falklands rather than accept the losses that would have resulted if all the Argentine bombs which hit their targets had exploded.

Two reasons for the high failure rate of the Argentine bombings were quoted: The fact that most of the American-made bombs were about 13 years old and might have deteriorated, and that Argentina was trying to sink ships with bombs designed for land targets.

Another problem

An Argentine official was said to have reported that the 500lb and 1,000lb bombs had propellers designed to revolve a certain number of times in the air before the weapons became "live."

But many of the attacks had been delivered at such low level to escape British radar and anti-aircraft fire that the

Falklands soldier back from dead

D. Tel. 3.8.82

By CHARLES NEVIN in Port Stanley

GUARDSMAN PHILIP "WILLIE" WILLIAMS, 18, was recovering in hospital in Stanley yesterday after returning from the dead. He walked into a settlement on the Falkland Islands nearly seven weeks after he had been presumed killed in the fierce battle for Mount Tumbledown.

He was said to be "very very tired," and will be flown home to Halton, near Morecambe, Lancs. as soon as possible, said an Army spokesman, who added that he had been found safe on his mother's 42nd birthday.

Guardsman Williams, of the 2nd Battalion the Scots Guards, was the only British serviceman listed as missing presumed dead in land actions. He had to be told that the Argentines had surrendered and that the war was over.

During the assault on Tumbledown against crack Argentine marines in which nine Scots Guards died, Guardsman Williams was part of a stretcher party ferrying the dead and wounded.

Weighed down by equipment and in foul weather, he became separated from his party and hopelessly lost.

Deserted farmhouse

He sheltered for three days on high ground until his 24 hour ration pack was exhausted. He then made his way to a beach where he found a deserted farmhouse containing food and equipment.

Every time he tried to make his way back to British units he became hopelessly lost, always meeting the sea.

On Friday, his food finally ran out. He had been living on nothing but tea for days.

He found a telegraph pole, followed the lines and at 8 a.m. on Sunday walked into the home of Kevin and Diane Kilmartin at Bluff Cove where he had landed with the Scots Guards on June 6.

"There was a knock on the door and this young man walked in," said Kevin, 33.

"I told him the Argentines had surrendered some time ago and this was all news to him. He was in a very good state, but obviously thin and tired. He had eaten mussels and ducks and had tried eating a sheep." A helicopter was sent out, and Guardsman Williams was taken to hospital in Stanley.

bombs did not fall far enough to activate their detonators.

Another problem, according to this Argentine officer, was that some of the bombs were set to explode only after suffering a harder impact than that provided by the thin shells of some British ships.

"Some of the ships were like butter," the officer was quoted as saying.

£1.4m paid by S. Atlantic Fund so far

By Our Naval Correspondent

THE South Atlantic Fund has distributed £1,409,000 of the total of almost £11 million donated so far.

In a statement issued yesterday the Ministry of Defence said that sums of £250,000 each had been given to the King George's Fund for Sailors; the Army Benevolent Fund and the RAF Benevolent Fund.

A further £254,000 has been given to the Dependents' Funds; £200,000 each to the Army and RAF Central Funds; £25,000 to the Commandant-General Royal Marines' Fund and £175,000 to the Fleet Amenities Fund.

Amounts averaging £10,000 are being given as initial aid to widows and dependents of men killed in the South Atlantic campaign.

The £175,000 given to the Fleet Amenities Fund, more usually known in the Navy as "the Tot Fund", because it was established as compensation for the withdrawal in 1970 of the Navy's traditional daily rum ration, will be used to improve amenities both for sailors in ships still in the South Atlantic and for Royal Marines who may be serving ashore in the Falklands.

Bettering conditions

The fund is used to provide such things as sports equipment and to make improvements in living conditions, particularly ashore, which are not covered by official grants.

Through King George's Fund for Sailors, money donated to the South Atlantic Fund is being given to dependants of members of the Royal Fleet Auxiliary and Merchant Navy men killed or injured in the fighting.

The Hongkong Government has taken steps to ensure that money is available for the families of Chinese ratings serving with the Royal Fleet Auxiliary and of warships' laundry staff who were killed or wounded.

Ulster comparison

Mr Jerry Wiggins, the Parliamentary Under Secretary for the Armed Forces, said yesterday that the initial grants being given to families of men killed were comparable to those given to families of men killed on active service in Northern Ireland.

Donations to the South Atlantic Fund are still pouring in, with £80,000 donated yesterday. In the autumn the Fund's trustees will consider whether to close it by the end of the year.

The address for donations is:—The South Atlantic Fund, Freepost, London, SW1A 2YA.

Illustrious off to Falklands

MEMBERS of the 1,000-strong ship's crew lining the deck of Britain's newest warship, the 19,500-ton carrier *Illustrious*, as she sailed from Portsmouth for the Falklands yesterday commanded by Capt. John ("Jock") Slater (right).

The *Illustrious*, which will replace her sister ship *Invincible*, due to return to Britain next month, is carrying nine Sea King anti-submarine helicopters and six Sea Harriers. Five more Harriers will join her at sea—flown by pilots who returned home from the South Atlantic in the carrier *Hermes* last month.

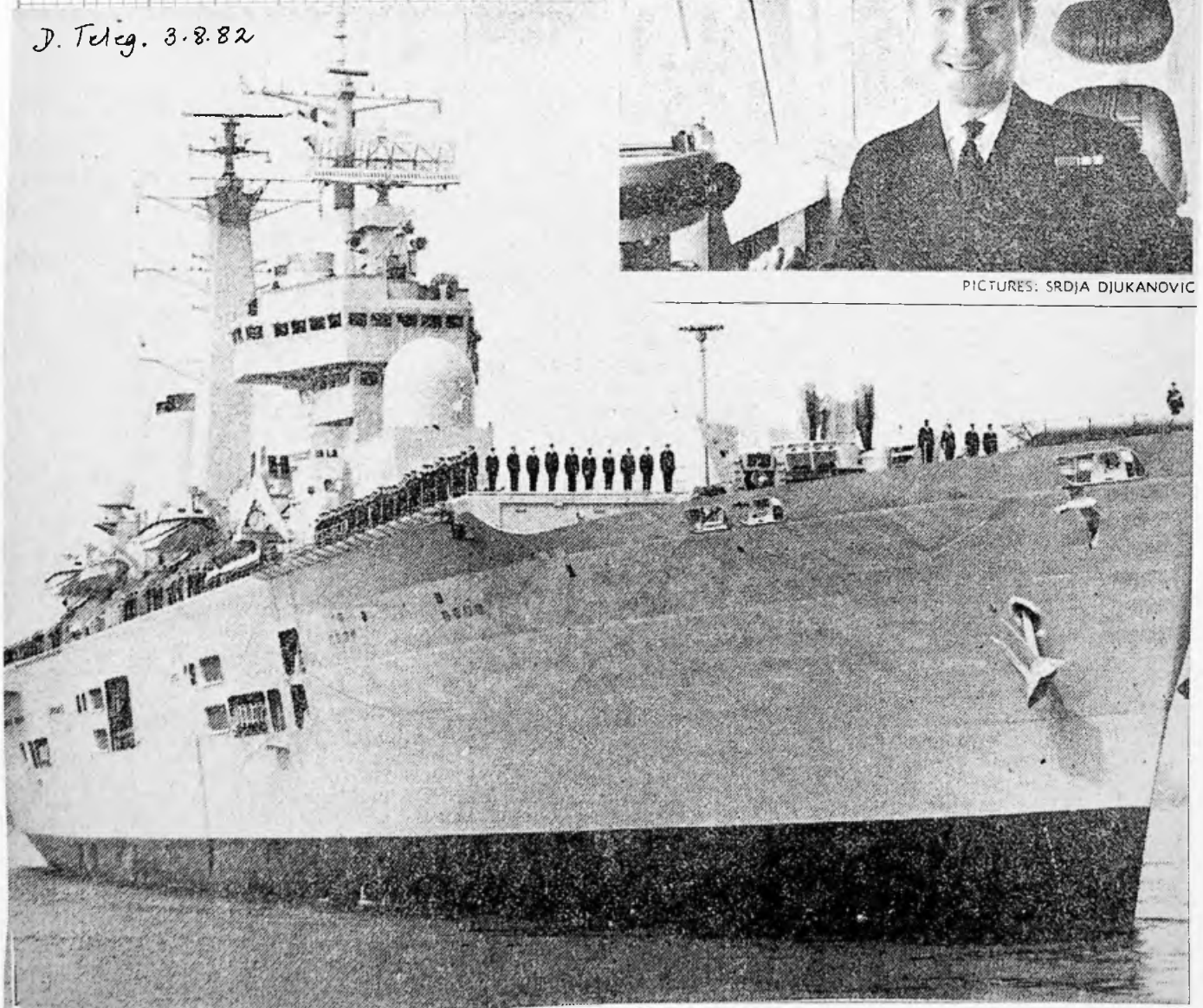
The new carrier will be the first ship in the South Atlantic to carry the American Vulcan-Phalanx guns which can fire 3,000 rounds a minute.

Capt. Slater said it had been "a remarkable achievement" to get the ship ready only six weeks after her completion three months ahead of schedule on Tyneside.

J. Telug. 3.8.82



PICTURES: SRDJA DJUKANOVIC



FORCES SHRUG OFF PROBLEMS OF WILDERNESS

D. Teleg. 3.8.82

By Maj-Gen EDWARD FURSDON
Defence Correspondent in Port Stanley

THE extraordinary cheerfulness and ready acceptance by all ranks of the difficult problems of accommodation in the Falkland Islands is most striking.

It is matched only by the genuine concern strongly felt by those responsible — from Maj-Gen. David Thorne, the Military Commissioner, downwards — to improve things as soon as they possibly can.

Everyone in Stanley now lives in a house of some sort, on an accommodation ship, or in a heated tent.

No one now sleeps out or rough. And no one expects star hotel treatment. But much has yet to be done. At least the weather should be improving from now on.

There are, however, several basic factors to accommodation in the Falklands about which some people in England seem to be unaware and do not appreciate.

Powered pontoons

The continuing assured defence of the Falkland Islands against any enemy threat must remain the overriding British priority. The most important element of this is the introduction of Nimrod early-warning aircraft and Phantom air defence fighters, land-based at Stanley airfield.

But they cannot arrive until the airstrip is lengthened by the special American AM2 surfacing Britain has bought for the purpose. Meanwhile the naval Task Force's air cover, supplemented from the land, is still essential.

The Royal Engineers will undertake this major airfield task, once the design is completed and the necessary stores arrive. But there are port operating limitations and priorities.

Port Stanley has no deep-water jetty or other ship-to-shore, cargo-handling facilities which can handle the task. All the required items have to be off-loaded by derricks and cranes onto powered pontoons from two merchant ships lying out in Port William Water.

Important work

The military then sail the pontoons into Stanley Harbour Water, and a specially-built military slipway.

The airfield parts are off-loaded by soldiers using fork lifts, then loaded onto trucks, driven several miles up through the minefields beside the road to the airfield.

This laborious and time-consuming process is well under way, but a vast tonnage of stores is required. Helicopters have been tried but are of no real help. And when the "Easterlies" blow in from the South Atlantic, the pontoons cannot operate.

Meanwhile there is much important preparatory work for the Royal Engineers to do which has to be completed on time, so as not to delay construction of the extension once the stores are ready. The minefield work must also continue.

Permanent "hard" accommodation such as Portakabin buildings can only be constructed by the Royal Engineers. This work can only be done once the priority task of the airfield has been completed.

Engineer reconnaissance is required in each area to see where best, in conjunction with the local community, permanent camps can be sited. Detailed plans must be drawn up and negotiations must then take place with the owners of the land.

All the stores required to build the permanent camps must then be transported to the sites by suitable shipping, helicopters, farm tractors and trailers, because of the lack of roads on the Falklands.

Electric power, water, drainage, sewerage and recreational facilities must also be provided for the troops.

At present more than 4,000 Army and RAF personnel live in a wide variety of accommodation. Some Navy personnel are also ashore. Contrary to some reports recently circulating in Britain I have heard no complaints whatsoever. Men to whom I spoke fully appreciated that they had to live in field conditions for the present.

Commuting problems

A detachment of RAF Regiment manning Rapiers, who probably live in the toughest conditions, told me they were angry at what they considered a false representation in Britain of their situation and their cheerful acceptance of it.

Accompanied by Capt. David Harling, HO Staff Officer, I

visited every type of accommodation occupied by our troops: houses, tents, accommodation ships, and even the port regiment's small craft on which the crews live.

The Rangitira houses 1200 men in adequate bed comfort. They are warm, dry and well fed but, because she has to lie out, there is a daily commuting problem to shore for the troops.

The ferry St Edmund, on her way from Ascension, is being considered for use as an extra accommodation ship for some 300 to 900 men.

Civilian help

The Sir Tristram, her superstructure a sad, distorted mass of twisted, burnt metal as a result of her bombing off Fitzroy is not in use. But below deck I was astonished to find bunk beds, cabin and dormitory accommodation for 270 men, complete with light, hot water and washing facilities.

There are plans to replace her lost catering facilities and to provide some recreational area.

Thanks to the help offered by the civil population, nearly 1,700 troops live in Stanley. Some are billeted with families — normally in ones or twos — but feed in army cook-houses, others live in houses offered to the Army. There were 65 men in one I visited.

Many live in government buildings like the town hall, the gymnasium or the church hall. Conditions vary from excellent to adequate, but in each case the men are dry and warm at night.

Not occupied

Capt. Harding stressed that acceptance of billeting by the householder is entirely voluntary, and the Army immediately relinquishes the house of any returning civilian who wants it back. Buildings essential to community life, like schools and churches, are not occupied.

Outside Stanley, the troops live in houses, sheep-shearers' bunk-houses or sheep sheds. Only 18 RAF Chinook Helicopter Squadron and some small deployed detachments out in the "camp" have to live in tents and they are rotated periodically.

At Stanley airfield, 440 RAF men are living in tents — most of them Arctic type, but all have heaters. Several airmen told me they were not used to tents and found it tough going to begin with. But the airfield has to be ready manned for operations 24 hours a day.

Britain's Servicemen are still earning the nation's pride and deserve its admiration. They must not ever be forgotten 8,000 miles from home.

Falklands general looking for a job

Times 3.8.82 By David Nicholson-Lord

A leading Conservative backbencher accused the Ministry of Defence yesterday of inflexibility over the enforced retirement of Major-General Jeremy Moore, who was commander of British land forces in the Falklands conflict.

General Moore is due to leave the Royal Marines in the autumn because of age and because no other job has been found for him. With a gratuity of some £35,000 and a pension of more than £12,000, about half his present salary, he will then be looking for a civilian job.

The general, whose candour and understated personal style have earned him the sobriquet of the reluctant hero, has fallen victim to two features of the services' career structure: the log-jam for senior appointments and the Royal Marines' peripheral position in the competition for the posts.

He was not available for comment yesterday, after starting a month's leave. Although he is said to accept his departure as part of the system, friends believe he would have preferred to have remained in the service.

Senior Conservative MPs including Mr Julian Amery and Sir Timothy Kitson, chairman of the defence select committee, expressed their concern yesterday at his departure. Sir Timothy described it as "very sad".

Mr Amery added: "Assuming he does not want to retire, it seems a very great pity to lose one of the very few people who have got fighting experience as senior officers".

The only obvious upwards step for the general would be the Commandant-Generalship of the Royal Marines, a job with the rank of lieutenant-general and now held by Sir Stuart Pringle, who was injured by an IRA bomb last year. No date has been set for Sir Stuart's retirement, although he is only 16 days' younger than General Moore.

General Moore's prospects in civilian life are nevertheless promising, according to Mr John Best, London manager of the Professional and Executive Recruitment.

Among a modern major-general's skills valued by employers are man management, financial and stock

control and rapid resource handling.

● The South Atlantic Fund has reached nearly £11m, Mr Jerry Wiggin, Parliamentary Under-Secretary of State for Defence, announced yesterday (Phillipa Toomey writes).

He said £80,000 had been contributed yesterday to the fund, which is a registered charity set up to help widows and dependants of members of the Armed Forces and civilians killed in the Falklands.

More than £3.2m has been distributed in large sums to the King George's Fund for Sailors, the Army Benevolent Fund, the RAF Benevolent Fund, the Dependant's Fund, the Army and Royal Air Force Central Fund, the Fleet Amenities Fund and the Royal Marines Fund, and £1.8m has been used to relieve immediate needs of the families, such as mortgage payments and educational hardship.

There were 237 killed in the Armed Forces, and 18 civilians, and 759 Armed Forces wounded, with 18 civilians. The civilians were in the main Merchant Navy personnel, and their dependants will be looked after in the same way as those of the Armed Forces. Arrangement had been made in Hongkong for the dependants of the Chinese sailors involved.

Mr Wiggin said that the South Atlantic Fund would pay about £10,000 in each case initially, which was comparable to the sum received by the families of servicemen killed in Ulster.

The trust deed allowed for the fund to be wound up in five years, after which the three main benevolent funds would take on the long-term commitments. It was premature to discuss closing the fund, though that might come at the end of the year, Mr Wiggin added.

Carrier sails

● Thousands of people yesterday cheered the Royal Navy's new aircraft carrier, HMS *Illustrious*, as she left Portsmouth for the Falklands (our Portsmouth Correspondent writes).

The *Illustrious* has spent six weeks doing sea trials and is now ready to relieve her sister ship, HMS *Invincible*, in the South Atlantic.

ILLUSTRIOUS DAY

Thousands lined the sea walls at Portsmouth yesterday to cheer the Royal Navy's new aircraft carrier *Illustrious*, 19,500 tons, on her way to the Falklands. *Daily Mirror* 3.8.82

Piper plays lament for Argentines

Port Stanley (Reuter).—To the lament of a Scottish piper, British troops buried the bodies of 19 Argentine soldiers found on battlefields in the Falkland Islands.

An officer said troops in helicopters spotted 14 bodies on Mount Longdon and the other five on Tumbledown, both scenes of heavy fighting shortly before Port Stanley fell to British troops on July 14.

Heavy snow and uncharted minefields have hampered the search for bodies but British troops said they expected more would be found. Argentina has said some men who took part in the fighting are not yet accounted for.

The chaplain of the Queen's Own Highlanders and a Roman Catholic priest from Port Stanley were flown by helicopter to perform burial services, Captain Geoffrey Cardozo said.

No identification tags were found on the bodies and the graves were marked with plain wooden crosses bearing the words "Unknown Argentine soldier, R.I.P."

The bodies were buried by volunteers from the regiment. Captain Cardozo read a prayer in Spanish.

● LIMA.—President Fernando Belaunde of Peru yesterday called for reforms in the Organization of American States (OAS) and for resumption of Anglo-Argentine dialogue on the status of the Falkland Islands (APP reports).

In a statement to foreign reporters President Belaunde said that the OAS should not be made into a strictly Latin-American organization. Other groups can exercise this purely regional function, he said, adding that if the United States was excluded, another organization that included it would have to be created.

Falklands guardsman comes back from

A Falklands soldier who came back from the dead spent a perilous month-and-a-half hiding in a hut, convinced the battle for the islands was still raging.

At home in Lancashire, his heartbroken family had been told the news all Service men's relations dread — he was missing, presumed dead.

Then, at the weekend, Scots Guardsman Philip Williams, aged 18, walked into a farmhouse at Bluff Cove, thin, tired, and suffering from amnesia — but otherwise well.

For his family, the news brought joy and relief — and for his mother, the best of all possible birthday presents.

Mrs Rosemary Williams was 42 on Sunday. Last night

she and her husband, Alan, aged 45, were piecing together the missing weeks in Philip's life.

According to the Ministry of Defence he was last seen as part of a stretcher party near Mount Tumbledown on June 14, just before the Argentine surrender.

He became separated from his colleagues in foul weather and poor visibility, and ended up lost.

Guardsman Williams, who was with the Second Battalion, Scots Guards, reached high ground and sheltered for three bitterly cold days and nights, living off his 24-hour ration pack.

Then he made his way down to a beach, and found a deserted hut, filled with



Guardsman Williams: thinner, but well

discarded rations and equipment.

Today's Ministry statement continued: "From that day

until approximately three days ago he has been living in that hut."

Last Friday he ran out of food. From then on, he lived on tea. According to one report, he even tried a diet of worms.

Then on Sunday, Guardsman Williams made a determined effort to find his way out by following telegraph poles to the houses of Bluff Cove.

Kevin and Diane Kilmartin took him in, gave him a hot meal, and informed the military authorities.

A helicopter was sent, and the exhausted guardsman was flown to Port Stanley where he is now in hospital.

Hours after Williams knocked on the Kilmartins' door, colonel Peter Dew of

Maj-Gen. MOORE D. Teleg. 4.8.82 TAKES PRIVATE SECTOR JOB

By Our Defence Staff

Maj-Gen. Jeremy Moore, who commanded the Falkland Task Force land forces, is expected to take a private sector job now that his Royal Marines career is ending on handing over command of the Commandos to a younger successor.

Public concern that Gen. Moore was leaving the Service without adequate recognition was conveyed to No. 10 Down-Street, whose spokesman said said yesterday that it was understood the General would not be joining the ranks of the unemployed.

Gen. Moore was due to retire last year, but was asked to stay on when his Commandant General, Lt-Gen. Sir Stuart Pringle, was injured by a terrorist bomb. The Falklands crisis further delayed his retirement.

the dead

the King's Own Scottish Borderers tapped at the door of the Williams' family home in Halton, near Morecambe at 7.15 am today.

"The colonel was beaming all over his face, but at first my wife Rosemary said she just could not believe it", said Mr Williams.

Fourteen separate land and air searches between June 14 and 19 had failed to trace him. In Halton, there had even been a memorial service when 300 people paid their last respects to the soldier.

Yesterday, an ecstatic Mrs Williams declared: "We never thought we would see him again, although we had that little bit of hope."

D. Teleg. 4.8.82 SOLDIER BACK FROM DEAD FACES INQUIRY

By Our Defence Staff

Guardsman Philip Williams, 18, the only British soldier posted missing presumed dead in the Falklands campaign, will face a routine Regimental inquiry when he leaves hospital in Port Stanley, a Defence Ministry spokesman said yesterday.

Williams says he became lost in appalling weather on Mount Tumbledown just before the final Argentine surrender. He turned up safe and reasonably well at the weekend after walking into a farm at Bluff Cove, 12 miles away.

Mrs Rosemary Williams, his mother, said he could not remember much of the last few weeks. He would be coming home with the rest of 2 Bn The Scots Guards in a week.

The Defence spokesman said there was no firm date for the return of the Scots Guards. It was understood that the 600 Guardsmen would sail on the ferry Norland to Ascension Island and then be flown by VC10 to RAF Brize Norton, Oxon.

D. Teleg. 4.8.82 Frigate piped home

A SCOTS Guard piper who played victory tunes for his comrades after the Falklands battle of Mount Tumbledown, proudly played the frigate Minerva home to Devonport yesterday.

Willie Aitchison, 19, of Gorebridge, Midlothian, the only soldier aboard, stood on the ship's bridge roof and played "Scotland the brave" for the 200 crew.

The ship's Supply Officer, Lieutenant-Commander William Pennefather, 32, of Emsworth, Hants, said: "He has done wonders for morale with his agony bag. He has played every day and has been absolutely terrific."

The first uninjured men of the Second Battalion, Scots Guards to return, Willie had fought alongside Guardsman

Philip Williams, who turned up safe and well at the weekend after being given up for dead.

Willie remarked: "He was a great bloke, and I am delighted to hear that he has survived."

A crowd of 10,000 on Plymouth Hoe greeted the Minerva and another frigate, the Active, as they completed the last few miles to port.

Both had sailed from Devonport on May 10 and survived numerous air attacks in San Carlos Water—"Bomb Alley"—to return together.

The Minerva's captain, Commander Graham Johnston, 40, from Rowlands Castle, Hants, said: "We had a very testing time out there—with enough near-misses to last us a lifetime."

"We were exceptionally lucky to escape unscathed and without a single casualty."

Monument of rock recalls the dead

By Our Defence
Correspondent
in Port Stanley

FITZROY Sound, scene of the disastrous Argentine air attack on the Sir Galahad and Sir Tristram, is tranquil now.

Overlooking it, contrasting with the pale green hillside into which they are set, are the brilliant white large boulders which form a huge leek: Regimental badge of the Welsh Guards.

It is a fitting and poignant memorial to the men who died there.

Nearby, the dug-outs and trenches in the peat bear witness to the fact that war has passed his way.

In the green-roofed Fitzroy Settlement things have moved on too.

Major John Tulloch with his men from 40 Field Regiment Royal Artillery have travelled from Colchester to replace those of 4 Field Regiment, who are bound for home.

Fresh and enthusiastic the new troops were hard at work catching up on their gun drills when I visited them.

Delighted with the soft hills and quiet beaches of the sound, the cheerful gunners are already talking in terms of what they will do in the summer.

They are accommodated in the sheep - shearers' bunkhouse, spare houses, and sheds in the settlement. The local community offer them baths.

Within three days of their arrival, however, 75 per cent. of them had been through the distressing and almost universal initiation test faced by most troops arriving in the Falklands.

'Galtieri's Revenge'

They had suffered from the dreaded "Galtieri's Revenge," a particularly virulent stomach bug. It lasts about 48 hours, and once endured is unlikely to strike again.

Maj. Tulloch praised Mr Binney, the manager, and the rest of the community.

It is quite a large settlement by Falklands standards, with 25 families and about 16,000 sheep.

The unit is keen to help the community in return, and Bombadier Jimmy Jenkins has become schoolmaster. Five children, aged six to 14 attend.

He is a surveyor by training, and "good at maths." He checks in weekly with the civilian education authorities in Stanley for his next pack of materials, and is "chuffed" when the children call him "Sir."

MAZE OF MINES D. Teleg. 4.8.82 TRAPS UNWARY IN FALKLANDS

By Maj.-Gen. EDWARD FURSDON
Defence Correspondent, in Port Stanley

HORRIFIC is the only word to describe the problem of the Argentine mines in the Falkland Islands.

More than 12,000 are estimated to have been laid around Stanley alone, but the total figure could well be much higher.

In the early days of their occupation, the Argentines densely mined the areas which they thought most likely for a British seaborne invasion.

Once they realised the British had landed at San Carlos, however, the Argentines hurriedly laid new belts of minefields.

In the last stages of the conflict they hastily issued even more mines to units for quick, desperate laying. And they laid many more indiscriminately, direct from helicopters.

Four types

Some areas were not properly mined at all, but simply areas of dangerous booby-traps to catch the unwary. Some of these were laid extremely late in the conflict.

Lt John Mullin, whose field troop from 9 Parachute Squadron has recently been responsible for tackling the mines problem, showed me the range of mines found to date.

Basically these are four types of anti-personnel mine, varying from three to six inches in diameter. Three types are difficult for British mine detectors to locate because their metallic content is too low. They are of Spanish, Italian, Argentine and other origin: sophisticated, modern and deadly.

The anti-tank mine range includes five types of similar national origins, plus an American model. One of these, very cunningly, acts both as an anti-personnel and an anti-tank mine simultaneously. Three types float. Only two of them are readily detectable with standard British equipment.

Initial task

Lt Mullin told me there were 105 separate known mined areas around Stanley. Those laid early in the conflict had usually been fenced in. The mines were buried and were reasonably recorded. Those laid after the British landing were poorly marked—if at all—and unrecorded.

The task of initially clearing Stanley was undertaken by 59 Commando Squadron Royal Engineers, but in five days they suffered three casualties.

The order was then given to suspend all mine lifting, except in vital areas, until new techniques and equipment were available. The emphasis was switched to locating and fencing in the mined areas, and the task passed to 9 Parachute Squadron.

Argentine prisoners-of-war volunteered to help and gave valuable assistance. They are now back in Argentina.

They showed the sappers the location of many minefields and also taught them the Argentine methods of laying mines and recording.

Having visited several minefields, I was surprised at the lack of depth of some of them. Often they have only four rows of mines with quite wide spacings. In some areas the Argentines had not even bothered to remove the tell-tale empty mine boxes from the sites.

Having split the main mine-affected area around Stanley into four, each the responsibility of a team led by a sergeant, Lt Mullin estimates he has now fenced in about 70 per cent. of the known mined areas, marked down a further 20 per cent, and knows where another five per cent. should be.

In the vital areas mine clearance still has to be done by prodding by hand using something resembling a long meat skewer. Each mine found has then to be dealt with. But other techniques are soon to be tried out here.

New American and German detectors which operate by detecting anomalies and density variations in the ground will soon be tried out. Trials are to be made of infra-red line scan equipment from a Gazelle helicopter in the hope of revealing hitherto unknown minefields. Vehicle-mounted very-high-pressure water-jets may be used in the peat.

Much hope is set on a 1982 adaptation of the 1939-45 flail tank technique. It is a bulldozer with an armoured cab, equipped with a rotating bar mounted forward to which are attached short pieces of heavy chain. As the bulldozer moves forward, the chains flail the ground and should either detonate or disintegrate anti-personnel mines.

An artist's view of Falklands campaign

By Philippa Toomey

Linda Kitson, the first woman artist commissioned by the Imperial War Museum to cover the activities of the forces, returned from the Falkland Islands with what she calls "350 scribbles", her drawings of the preparations, the conditions and the aftermath of battle.

She explained at a press conference yesterday that the needs of the artist are almost the opposite of those of the photographer. She did not want to draw the big bang, the explosion, the fire, the dramatic moment of action, but the people and the background.

She needed time, which she did not have, and the conditions were frightful. She found she could draw for about 25 minutes before her hands became too cold.

Miss Kitson, who teaches at the Royal College of Art, found the soldiers looked after her almost too protectively "They would open doors on the way to the lifeboat".

There were some terrible moments, as when 600 exhausted Scots Guards had to rest in a tick-infested sheep shed in an attempt to dry out ("It was colder inside than out") and at an impromptu burial service, in full view of a ship still burning with comrades on board.

No date has been set for the exhibition of her drawings.

● A permanent garrison of just over 4,000 British servicemen is likely to be stationed in the Falkland Islands when clearing-up operations are completed (a staff reporter writes).



Back from the dead: Scots Guardsman Philip Williams, the soldier who was lost on the Falklands for seven weeks, with Lance corporal Liz Jones and Captain Judy Govrod, nurses at the army field hospital there yesterday.

Argentina never owned the Falkland Islands

SIR—Rosamund C. A. Elliott's letter (July 23) prompts me to applaud the thoughts and sentiments she has expressed. How important it is to "get the facts right" about the fallacious claim by the Argentines to sovereignty in the Falklands; but she gives no historical basis for her statement.

We hear from time to time that the Argentines have no intention of relinquishing the claim to the islands, biding their time till the Army and the other Armed Services are modernised and integrated. Sooner or later one feels, the people in this country will begin to believe that the Falklands really did belong to Argentina and that our old colonial sentiments die hard, and should be buried.

If anyone takes the trouble to consult the excellent booklet published by the Stationery Office 10 years ago, or the Encyclopædia Britannica, they will find that Argentina never owned the Falklands and that Britain did not take it by

force in 1833. Its title *de facto* and *de jure* was ceded to Britain by the United Provinces (Buenos Aires) through a German trader with a French name acting on their behalf.

Britain as far back as 1770 was having arguments with Spain over the issue of sovereignty 50 years before the Spanish colony of Buenos Aires was given its independence; in 1771, Spain yielded the islands to Great Britain by Convention.

The Argentines must be aware of the weakness of their case because when the British Government tried to get a decision on the issue from the International Court in 1955 Argentina refused to agree that its decision would be binding. When this became known, the court decided not to proceed any further.

Let there be no more talk of negotiation with Argentina over sovereignty; but if she or any other country in South America or elsewhere wishes to co-operate with Britain in the development of the islands' resources, that is another matter. As a key naval and air base in the South Atlantic, it could play a vital role in the defence of the West and in the principle of freedom which lay at the

heart of the Falklands conflict and of the two great wars of this century.

As Canon Maurice Sinclair says (July 24), the Falklands conflict is indeed a "very serious issue"; but the central issue is this freedom which is the only defence against ruthless exploitation of weak nations by the strong.

Refugees from Russia, Eastern Europe, Afghanistan and Poland (apart from the thousands who have disappeared or suffered torture in Argentina and elsewhere) would have no hope unless Britain, America and other Western nations are prepared to ensure, in Rosamund Elliott's words, "that armed aggression must not be allowed to succeed." When this principle is established, and only then, will nations begin to live together in peace reconstructing broken relationships and healing the scars of history.

W. DE M. SEAMAN
Director, Chrest Foundation,
Wadhurst, Sussex.

LIVE AMMO D. Teleg. 4.8.82 HAZARD ON ISLANDS

By Our Defence
Correspondent
in Port Stanley

ARGENTINE mines are one thing, but there is also a vast array of further dangerous explosive objects lying scattered around the Falklands.

A tremendous amount of clearing-up has been done already, especially in the streets and public areas of Stanley, but the Islands are still something of an explosive ordnance disposal man's paradise. There is enough work here to keep him busy for two years at least.

At the end of the war, Goose Green and all the area roughly east of Mount Kent contained a very large complex of over-run Argentine defensive positions which still held vast quantities of live ammunition, grenades, rockets, flares and other explosive objects.

Some were in good unused condition, but others had been damaged and therefore were unstable. Many of the items, however, are now hidden among the general debris of war and in the half-collapsed defensive positions.

Below ground

The abandoned Argentine 155mm dug-in gun positions near Stanley, which I visited, are now heavily flooded with peat water, and much of this deadly material is now below its chocolate-coloured surface.

To make matters worse, there are also the items fired by both sides which failed to explode for one reason or another. They are either still lying unexploded on the surface or firmly lodged underground.

Sometimes their tail fins are protruding, or there is just a hole in the ground like a little rabbit burrow. Peat makes tracing more difficult, since it tends to shatter and make a projectile's entry tunnel more ragged.

Both the British and the Argentine air forces fired cannon at, and dropped bombs on, each other's positions; and the Royal Navy fired many shells on to the mainland. Not all of this ordnance exploded, and in the case of cluster bombs, there are still unexploded bomblets lying about.

Trip wires

The Argentines were also very keen on creating major areas of booby-trapped devices. These consisted mainly of a variety of push and pull switches and igniters, often trip-wire operated, connected to large packets—even boxes—of explosives.

They were also attached to grenades—a favourite trick—or mines and conventional bombs.



Briefing for disembarkation from the Canberra—one of the drawings by Linda Kitson (below), the official artist for the Falklands campaign, on display at the Imperial War Museum.

'Scribbles' D. Teleg. 4.8.82 capture war life

By Air Cdre G. S. COOPER
Defence Staff

THE aftermath of war is what people should see and remember, Miss Linda Kitson, the Falklands War Artist, told viewers yesterday of an initial selection of her works at the Imperial War Museum.

Miss Kitson sailed in the QE2, transferred to the Canberra at South Georgia, and then followed British Forces from San Carlos Bay to Port Stanley in their epic repossession of the islands.

"I was briefed to capture the life that goes towards such fighting—before, during and after," she said.

Miss Kitson recalled with touching sensitivity the appalling conditions that faced 600 Scots Guards after coming down from fighting in the hills to be stuck in sheep sheds, the only available accommodation in Fitzroy.

Rest and ticks

They were in every state of shock, suffering from trench foot and frostbite, cold and weary, in a condition sorrowful to see, trying to rest among the ticks and carcasses of sheep.

"There in the background was Sir Tristram, burning. It was a nightmare."

The scene is the subject of one of 350 "scribbles." She described the difficulties under which they were drawn, "in wet sub-zero temperatures, face-cutting hail, with feet gone way through the pain barrier."

Miss Kitson stressed that her involvement in the campaign was limited to activity before and after the fighting, but she was nevertheless caught up in "Red Alerts"

She was determined not to jeopardise any operation by getting in the way, but found she could not stop soldiers from risking their lives to protect her.

Miss Kitson paid tribute to those journalists who went right through the fighting, mentioning in particular Mr A. J. McLroy, THE DAILY TELEGRAPH correspondent.

More deadly, they placed booby-traps in some of their abandoned trenches; for instance a number of grenade "traps"—invitingly laid—were set for those in a hurry.

Houses rigged

They were often simple devices, like grenades without the safety pin leant against another object, or two grenades linked together for maximum lethality.

After the surrender, a large number of booby-traps were found set among the civilian houses in Stanley itself.

Finally, the Argentines, contrary to some reports earlier in the war, were not short of ammunition of any kind at all. It is still there heaped pile upon pile, much of it in unopened boxes and much else spilling out like rows of evil teeth.



D-Telegraph
5.8.82

Missing guardsman on way home

GUARDSMAN Philip Williams, who was listed missing presumed dead in the Falklands seven weeks ago, recovering at a field hospital in the islands which he is to leave today to return home.

The 18-year-old Scots Guardsman looked not much worse for wear for the weeks he spent lost after being separated from his stretcher party during the battle for Mount Tumbledown.

He said: "I was shocked, a little bit frightened. When I got separated I lived out for a few days with not much to eat." He eked out his rations with a duck

"It was quite exciting," he recalled. "I learned quite a lot. It wasn't as bad as it seems. I hadn't a clue that the fighting was over. If I'd known I would have been on my way home now. It just seems like the past."

The guardsman added that he was having difficulty sleeping in a bed. He sent this message to his mother at home: "Don't blame me if I treat the place like a hotel when I return."

He will fly to Ascension Island to rejoin the 2nd Battalion, which is sailing in the ferry Norland, before flying to Britain next week.

The process had not burnt itself out in the fight against terrorist subversion and "must continue to strive for the great objectives set out in March, 1976," he said, among those objectives was the creation of a "vast movement, capable of representing the aspirations and expectations of the Argentines of today."

Political and trade union leaders expressed their surprise at the Brigadier's statements. Señor Carlos Conting, the Radical party president said on Monday night he did not object to a group of civilians forming a party in an attempt to continue the ideas of the "Process" but added: "What we don't want is for the armed forces to become a political party."

Military to create a 'movement'

From Andrew McLeod
Buenos Aires

Brigadier General Basilio Lami Dozo, the Air Force commander in chief, said on Monday night that the military must create a political force to continue the so-called national reorganization process begun in March 1976 when the armed forces seized power from Señora Maria Estela Martinez de Peron.

He said a meeting of the junta later, during which the air force and navy would probably agree to rejoin the army in government, "should not be taken as a first step towards an orderly military withdrawal (from politics) but as a decisive effort to maintain the continuity of the process".

Recognise us for our families' sake, ask unsung heroes

By Air Cdre G. S. COOPER Defence Staff

UNSUNG heroes, sad members of units unmentioned in the intense publicity of the Falklands campaign, have felt compelled to sing their own praises—for the sake of their families.

Their feelings were made known in a restrained, almost apologetic letter to THE DAILY TELEGRAPH.

In it, six members of an "unknown, unsung, unpublished, unmentioned corps in the British Army," whose airborne element were among the first troops on the beach-head at Port San Carlos, appeal for just a little recognition.

"Men from this corps were killed and wounded alongside the many other soldiers in the Falklands, including the SAS. Men from this corps in fact stand out in military history for unsurpassed valour in the unmatched number of Victoria Crosses and double Victoria Crosses won.

"In the Falklands, men from this corps saved many lives, limbs, and much suffering. This is the Royal Army Medical Corps, and our unit is 16 Field Ambulance."

The letter goes on to say that a field medic in today's Army is as good as any other combat soldier, armed and a fighting fit professional.

"We are sad though that we

were never mentioned as belonging to the Task Force, sailing on QE 2, being part of victorious 5 Brigade. Or receiving, treating and evacuating most of the casualties from the bombed ships at Fitzroy, which included men from our unit.

"Not sad for our own sakes, but especially for our families who could be so proud of just a tiny bit of recognition for us."

Unit's return

The unit is due to return to England on Monday, aboard the hospital ship Uganda.

A Defence Ministry spokesman said there had been many classified signals during the campaign from commanders in the field praising the "near miracles" achieved by the unit, particularly at Fitzroy, where 16 Field's own casualties were three killed and 13 wounded.

"They upheld the honour of their corps, treating others in need of medical attention before their own casualties," the spokesman said.

Although many of the units in the Task Force were accompanied by their own medical attendants, 16 Field Ambulance was the only complete unit of its type there, consisting of 25 officers and 177 men.

● President Bignone flatly denied later that the Government was planning to form an official party which would run in the 1984 elections. Brigadier Lami Dozo's statements had been misinterpreted he said. "But I want to be categorical about one thing: from the Government's point of view, there will be no official party."

Times. 5.8.82
Stanley runway closure is delayed

By David Nicholson-Lord
Temporary closure of the runway at Port Stanley, in the Falklands, has been postponed for a week while a local quarry to supply hardcore is reopened, the Ministry of Defence said yesterday. The runway, damaged during the conflict, is being strengthened and extended from 4,000 to 6,000 feet.

The runway was to have been shut down today or tomorrow, probably for at least a fortnight. The delay is unlikely to affect civilian traffic, most of which is still having to use the combined air-and-sea route via Ascension Island, which can take 10 days and more. Work should be completed by the end of this month.

The delay will have a marginal impact on reconstruction work on the islands, since much of the heavy plant and machinery is brought by sea and ferried to the islands by helicopter. Mail, and in emergencies personnel, can still be parachuted in when the runway is closed.

The Government has made no announcement on the updated report on the islands' development by Lord Shackleton, who in 1976 recommended that the runway should be lengthened to 9,000 feet to take longer-haul flights.

Times. 6.8.82
Navy blamed by Jane's over cuts

By Henry Stanhope
Defence Correspondent

The Royal Navy was to blame for last year's naval cuts in Britain, according to *Jane's Fighting Ships* which is published today. It criticizes excessive paperwork and committees which have confused politicians and left long-serving civil servants in control.

New classes of warship have been ordered more on the principle of "inherited requirement" than any analysis of their roles. Complex and expensive vessels have been built when their job could have been done by much cheaper hulls.

Captain John Moore, *Jane's* editor, complains in his annual commentary that no lessons were learnt after the Cod War when large sums were spent repairing frigates which had been doing work they were never designed for.

Meanwhile the new "Isles" class of offshore patrol boats were so uncomfortable that modifications had to be made as an afterthought. The first design for new patrol craft for Hongkong did not even allow enough room for the engines, he said.

Designers had not only turned a deaf ear to new ideas but had denigrated them in public.

Most of Captain Moore's remarks were written before the Falklands campaign, but he rewrote key sections of the text during the fighting to take into account experiences in the South Atlantic.

He points out that the task force contained a high proportion of frigates which needed to keep their fuel tanks at least half full to maintain stability. That kept the task force dependent on slow-moving tankers, replenishing the ships every three or four days, and restricted the speed to little more than 15 knots.

Times. 5.8.82
MISSILE MENACE 'IGNORED'

By DESMOND WETTERN
Naval Correspondent

BRITAIN had several warnings over the past 10 years of the increasing threat from sea-skimming missiles, and the failure to provide an adequate counter "had disastrous results for several ships" in the South Atlantic operations, Capt John Moore, editor of *JANE'S FIGHTING SHIPS* claims.

But according to Mr Nott, the Defence Secretary, the development of the lightweight version of the Seawolf missile to counter sea-skimming missiles had not been put in hand before late last year because there was "no evidence until quite recently" that the Russians had sea-skimming missiles.

Not only is this directly contrary to published reports of the capabilities of Russian missiles such as the SS-N-8, which first went to sea in "Charlie" class submarines in 1968, but it ignores the possession of sea-skimming missiles for several years by countries like Iran and Libya.

Russia, Capt Moore says, in the 1982-83 edition published today, is now producing 10 new submarines every year of which three are nuclear powered and ballistic missile armed; four are nuclear powered hunter-killers and three are diesel-electric driven.

But while it takes the Russians six to eight years to get a new warship into service from the conceptual stage, it takes 10 to 12 years to do this in Britain.

Superfluous paper

Since the formation of the unified Defence Ministry in 1964 it has "subsisted on a diet of superfluous paper and over-elaborate committee work."

The result has been that the politicians have been confused, the Naval Staff has been unable to concentrate on the essentials, and the long-serving civil servants have been in a position to call the tune," Capt. Moore claims.

The continuing importance of surface warships, which Mr Nott plans to cut effectively by a third, "cannot be stressed too strongly."

What must be remembered is that 98 per cent. of the country's requirements must be carried by sea, whether it be raw materials to nurture industry, or supplies to support a landing force.

Ships requisitioned

To fill the gap in the repair ships three North Sea oil rig maintenance ships had to be requisitioned, while large numbers of tankers had to be chartered because many of the destroyers and frigates faced stability problems if fuel stocks on board dropped below 50 per cent.

Times. 5.8.82
Military party

Brigadier Lami Dozo, the Argentine Air Force commander, said that the armed forces must create a political movement to continue the "national reorganization" begun with the 1976 military coup
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Navy to blame

The Royal Navy was to blame for last year's naval cuts, *Jane's Fighting Ships* says. Excessive paperwork and committees confused politicians and left long-serving civil servants in control, it adds
Page 3

"The pride of the Royal Navy," the tankers, stores and landing ships of the Royal Fleet Auxiliary, which gave it "great strategic mobility is being drastically cut" from 27 to 19 ships (including two landing ships lost off the Falklands), the English version of the French-edited *COMBAT FLEETS OF THE WORLD* points out.

"In spite of North Sea oil," the editor, M. Jean Couhat, says, "the slow but continuous erosion of the United Kingdom's economic and political power has primarily led to the decline of the Royal Navy."

JANE'S FIGHTING SHIPS 1982-83, edited by Capt. John Moore RN. *Jane's Publishing*. £50.
COMBAT FLEETS OF THE WORLD 1982-83, edited by Jean Labayle Couhat. Arms & Armour Press. £29.50.

SAPPERS RESTORE D. Tel. 5.8.82 VITAL SERVICES TO SCARRED STANLEY

By Maj.-Gen. EDWARD FURSDON
Defence Correspondent, in Port Stanley

ON the last day of the Falklands campaign, Port Stanley's water plant at Moody Brook was put out of action by a heavy shell. The sewage system, too, being waterborne, was not working properly.

Only one of the power station's three generators was functioning, and many of the overhead distribution lines, cut by shellfire, were draped around the town like loose knitting.

This was the situation faced by Lt-Col Leslie Kennedy and his team who flew in from San Carlos on the morning after the surrender.

His task was to use his Royal Engineer resources—in conjunction with those available from the Falkland Islands Public Works Department—to rehabilitate the town. It was formally declared a "military works area," the first one since Aden.

The large number of British ground forces and Argentine prisoners of war, plus the fact that the town's 500,000 gallon reservoirs were down to only two days supply, complicated the problem.

The burning down of the PWD's plumbers' workshop on surrender night—destroying all tools and spares—compounded it even further.

Five craters

Out of a total of 368 houses in Stanley, 27 were uninhabitable and eight had been destroyed completely. Others had suffered some minor damage.

The airfield runway had five craters, and had suffered about 500 "Scabs." These were small scoops out of the runway as the results of the impact of different types of ordnance, especially cannon and rocket fire.

There was no operative fuel system either for civilian petrol or aircraft fuel.

Col. Kennedy's priorities were water and electricity. He told me he found fire hydrants turned on, and Argentine-occupied houses with all the taps left running.

Since the town's daily water leakage loss from old pipes eaten through by peat acids was around 50 per cent., it was not surprising that the reservoir emptied in a day. The civilians were then down to their house reserves.

Military water points were quickly established, and water dracones filled from the water ship.

Four-day feat

Meanwhile, intensive repair work at the Moody Brook plant restored the supply source, but then further major damage to

Praise for weapon D. Tel. 5.8.82 used by both sides

By Air Cdre G. S. COOPER Air Correspondent

BLOWPIPE and Seacat close-range anti-aircraft missiles have been praised by Mr Geoffrey Pattie, Under-Secretary of State for Defence Procurement, in a letter thanking the Short company's Belfast work-force for their contribution to the success of the Falklands campaign.

Mr Pattie says that all aircraft which attacked ground-forces flew, with one exception, at less than 100ft, giving very little warning of their approach.

Most of the targets against which Blowpipe was used successfully by the Army and Royal Marines ashore were crossing and receding, presenting difficult targets in poor visibility.

Despite this, preliminary analysis indicates that Blowpipe achieved eight hits.

The Minister also says it is notable, even if regrettable, that Argentine forces are believed to have shot down one RAF Harrier and two helicopters with Blowpipe.

Mr Pattie refers to adverse

Press comment comparing the performance of Blowpipe unfavourably with the American heat-seeking missile, Stinger.

He says a small number of the lighter Stingers were bought as an alternative to Blowpipe, for special operations where men had to carry missiles over long distances. Only one hit was claimed for Stinger.

On the performance of the company's Seacat ship-borne missile, Mr Pattie says it was successfully deployed in the confines of coastal waters, where radar warning was difficult to achieve.

Preliminary analysis gives the missile six aircraft kills. This compares creditably with various other missile systems in use and shows that Seacat is still an effective weapon.

The men and women at Short who produced the missiles are thanked for their quality of workmanship.

the mains was discovered which was difficult to repair. After four days of feverish work water was back to parts of the town, and after a further six days, it was on everywhere.

Warrant Officer Gordon Hinds, from Newcastle, said the town normally used 100,000 gallons a day. By supplementing with military resources and tanks, this had now been raised to 120,000 gallons daily, but the RAF still had to come in daily to town to collect their supplies by truck.

Initially the assistance to the PWD on the electrical side was, as Col Kennedy put it, "tying knots in the overhead distribution cables in order to link them up again."

Before long, however, the increased calls for more power by all concerned began to overload the sub-stations and the fuses blew repeatedly. The decision was therefore made to set up a military power station to ease the PWD load.

Runway repairs

Capt. Bob Jenkinson, who originally supervised the very successful emergency fuel handling installations in the San Carlos area, is now establishing civilian and military fuel points on the islands. This includes employing Argentine facilities completed in 1975, but never used.

The other urgent priority was to get the cratered and scabbed airfield open for RAF Hercules aircraft. Using unorthodox but very effective techniques, and by initially repairing only half the runway width, the first aircraft was able to land on June 24.

Flying out with Prince Andrew

By Maj-Gen Edward Fursdon
Defence Correspondent

I WAS in excellent royal hands yesterday as Prince Andrew, piloting the Sea King helicopter which had come into Stanley to collect me and the naval Task Force mail, headed out to sea.

Somewhere in the South Atlantic we made our rendezvous with the frigate Avenger, 3,250 tons, and, still wearing my red survival suit and life jacket, I was winched down onto her pitching deck.

Capt. Hugo White told me his ship had arrived in the total exclusion zone on May 25, after a record 14½-day voyage south. As a general-purpose frigate, Avenger had been involved in doing almost everything.

Action stations

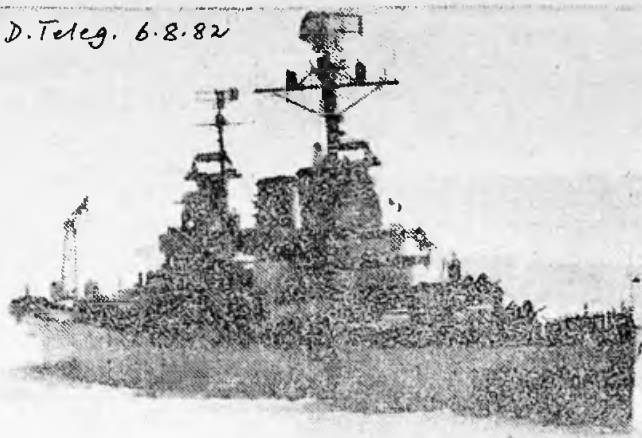
She had fired 1,000 shells in eight bombardments—in particular on Fox Bay, Stanley and Pebble Island.

In all Avenger had changed from "defensive stations" to "action stations" 55 times.

The ship's worst 2½ minutes were in early June when she picked up two Argentine Super-Entendards on her radar. Chief Petty Officer Mike Child, in the operations room, saw two radar blips suddenly give birth to two further blips: Exocet missiles.

Avenger was the outermost ship of the screen, and those on the bridge suddenly saw the Exocets approaching. But a 4.5 inch shell from the ship hit and exploded one Exocet and the second was either detonated by the explosion or decoyed away.

D. Teleg. 6.8.82



The Argentine cruiser General Belgrano.

1930s-type torpedoes sank the Belgrano

By Our Naval Correspondent

TORPEDOES designed before the Second World War sank the 13,000-ton Argentine cruiser General Belgrano on May 5 during the Falklands war, it is now confirmed.

They were fired by the 4,500-ton hunter-killer submarine Conqueror.

Until now it had been widely assumed that the cruiser was sent to the bottom by two of the Navy's 1970 vintage Tigerfish wire-guided torpedoes, which have an estimated range of 20 miles compared with less than three miles for the Mark 8 torpedoes whose design dates back to the early 1930s.

This means that the Conqueror ran a very considerable risk of detection by the cruiser's escorts since she would have had to approach well within their sonar detection range.

But while the sinking of the

Belgrano, herself a pre-war built ship, underlined the continuing role of seemingly obsolete weapons it was the lack of any replacement in the 1970s for the Navy's 1950s vintage Gannet airborne early warning aircraft which contributed greatly to the success of the Argentine air attacks on British warships off the Falklands.

The 22 Sea Harriers initially with the Task Force were severely hampered in defending the ships by the lack of warning of the approach of hostile aircraft coming in at very low level.

But the problem has been overcome in only 11 weeks with the conversion of two Sea King anti-submarine helicopters into early warning aircraft.

The speed with which the conversion was completed by Westland Helicopters, who make the Sea King and Thorn-EMI, who produced the helicopters' "Searchwater" radar, has won them high praise from the Defence Ministry.

Crisis 'showed failings in U.S. policy'

By DAVID SHEARS
in Washington

THE Falklands crisis had shown serious failings in American policy towards other nations of the Western Hemisphere, the State Department's chief Latin American official conceded yesterday.

"We took too much for granted and invested too little," Mr Thomas Enders, Assistant Secretary for Latin America, told a Congress sub-committee.

When America had needed a close and effective dialogue on April 2, the day Argentina invaded the Falklands, "we didn't have it," he confessed.

Mr Enders made no apology for Washington's decision to side with Britain after the peacemaking efforts of Mr Haig, the former Secretary of State, had failed.

'One position only'

"There can be no position for the United States other than to oppose the unlawful use of force to settle disputes," he asserted.

But at the same time he acknowledged that America and Britain were now seen by some Latin Americans as industrial powers cooperating to keep a developing country "in its place."

This made the United States once again a target for anti-colonialist emotions, he said.

Mr Enders recalled that when Washington repeatedly tried to warn Argentine leaders of the consequences of their actions it was not believed. "Communication failed utterly."

NAVY'S FALKLANDS *D. Teleg. 6.8.82* QUESTIONS STAY UNANSWERED

By **DESMOND WETTERY** *Naval Correspondent*

HOPES among Service officers that the short-comings shown up in Britain's defences by the Falklands operation would be given speedy recognition and the promise of remedial action were dashed yesterday.

In an hour-long briefing Mr Geoffrey Pattie, Parliamentary Under-Secretary for Defence Procurement, maintained a stout defence against criticisms of his department by avoiding direct answers on deficiencies.

He did not say why it was that only after the loss of the destroyer Sheffield, with a number of serious burn casualties, 15,000 overalls made of a fire-resistant material were flown to Ascension Island for the Task Force to replace those in service.

Nor did he say why, for at least two years, the Navy's fire-fighting experts had been warning in vain of the fire hazards from the foam mattresses used in all British warships, despite reports from the Sheffield of fire-fighting being hampered by dense smoke.

Delays admitted

But Mr Pattie did admit that Captain John Moore, editor of "Jane's Fighting Ships," had a valid point in his foreword to the 1982-83 edition, published yesterday, about the long delays in ordering new ships and equipment for the Navy.

"It would be quite pointless," Mr Pattie said, "to pretend that the procurement system is as responsive and quick as it should be" and there was a danger of ships becoming obsolescent by the time they entered service.

"But as a counterbalance to that the Task Force was made ready for the South Atlantic in 72 hours, which was no mean achievement."

The failure to provide early warning aircraft for the Task Force was due to decisions made in the past, he said.

There was also no question of substituting the fire-resistant Kevlar synthetic construction material in place of aluminium as the American Navy is now apparently considering in new ships.



Success of 'chaff'

The use of "chaff" radar decoys (a system which involves firing canisters from mortars to strew thousands of tiny foil needles over or astern of a ship to fool a sea-skimming missile's radar) had been highly successful and consideration was now being given to making it available for merchant ships.

The container ship Atlantic Conveyor "may unfortunately have been hit by a missile successfully decoyed away from another ship" as she had no "chaff" herself.

"The strong hulls and good seakeeping qualities of the destroyers and frigates provided eminently stable weapon and helicopter platforms," while 8,000 rounds were fired in bombardment tasks by naval guns.

Mr Pattie had high praise for the 28 Fleet Air Arm Sea Harrier fighters operating from the carriers Invincible and Hermes.

"The outstanding capabilities, versatility and performance of the Sea Harrier led to a remarkable success in air combat and an easy transition to anti-ship and ground attack roles.

Critics reminded:

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'We did win'

By Our Defence Staff

DEFENCE equipment designed primarily for Nato operations performed well in the Falklands war and in many cases exceeded expectations, according to a preliminary report released yesterday by the Ministry of Defence.

Introducing the report, Mr Geoffrey Pattie, Under Secretary, Defence Procurement, stressed it was intended only as an interim commentary on equipment performance. A full report on the lessons learned in the South Atlantic is to come later.

Mr Pattie summarised the report by saying they had features of the Falklands, prizes."

As though to forestall criticism of complacency in its conclusions from analysts with "a tendency to denigrate weapons performance," he said: "In all the welter of analysis, let us not forget—we did win."

The information given is limited both by reluctance to form premature conclusions and by Defence Ministry caution over discussing the weaknesses of weapons in ways that would help enemies or foreign competitors.

Key factors

The capabilities, versatility and endurance of the ships, submarines and aircraft deployed, under constant threat of air and submarine attack, in appalling weather, 8,000 miles from home, are cited as key factors.

Praising the men who serviced ships and aircraft, Mr Pattie said that on one day, June 14, when the intensity of operations was at its highest, the Task Force had in operation 26 warships, 15 fleet auxiliaries, 42 merchant ships, 52 fixed-wing aircraft and 136 helicopters.

On land, movement of guns and heavy equipment depended critically on helicopters, because the use of wheeled vehicles was very restricted.



DOZO TO D. Teleg. 7.8.82 QUIT AS AIR CHIEF

By Our Buenos Aires
Correspondent

BRIG-GEN Basilio Lami Dozo, commander of the Argentine air force, is to retire on Aug. 17, after senior air force officers decided his political statements were harming the service.

Earlier this week Gen Dozo called for a new political party to be created to continue the six-year-old military government's policies when Argentina returns to civilian rule.

Gen. Dozo appointed Brig. Augusto Hughes apparently more concerned with technical aspects than with politics to succeed him in a move that will force six other officers involved in the handling of the Falklands war to resign for reasons of seniority.

Adm. Jorge Anaya, head of the navy, is now the only member of the military triumvirate which ordered the invasion of the Falklands to remain in power. Lt-Gen. Leopoldo Galtieri, former President and army commander, was ousted by his senior officers in June.

An official air force communique announcing the removal of Gen. Dozo ended a day of persistent reports of deep unease within the air force. But the question asked by most newspapers in Buenos Aires yesterday was whether the Argentine power structure would remain the same.

The city is rife with rumours of coups and one navy officer told me "This Government is dead."

INVASION 'WAS D. Teleg. 16.8.82 PLANNED LAST SEPTEMBER'

By Our Washington Staff

Argentina had adopted a "general plan" to take over the Falkland Islands last September, according to a report in yesterday's WASHINGTON POST.

The report, quoting Argentine military sources, also said that Gen. Galtieri, the former Argentine junta leader, had been told by the United States during mediation efforts in April that Washington would support Britain if there was no diplomatic solution, and that in an all-out war Britain would win.

Galtieri "appeared to associate" then to be convinced that Argentina should withdraw unilaterally from the islands, but "was swayed back" by the navy commander, Adml Anaya, and others.

Baha'i Falklanders 'take no D. Teleg. 7.8.82 stand' on Argentina

By CHARLES NEVIN in Port Stanley

THE people of the Falkland Islands do not always conform to the dour, stolid mould that has been cast for them. Take, for example, the followers of Baha'u'llah the Persian mystic.

Baha'u'llah died in 1892 after 40 years of exile and imprisonment for his beliefs.

There are 40 Baha'is on the Falklands: men, women and children, Americans, British and islanders.

Falkland Father of the Faith is Mr John Leonard, 60, a former New York Jew who arrived on the islands in 1954, thus enabling the Baha'i promotional literature to speak of its missionaries, or "pioneers" being found "in every race and clime, from the Falkland Islands, the extreme southern settlement in the world, to the most northern settlement of Alaska.

Mr Leonard, a clerk with the Falkland Islands Company, sits in his study surrounded by books on his belief.

Great concept

He explains that there are three central beliefs to the Baha'i faith: the oneness of God, the oneness of the prophets of God and the oneness of mankind.

"We believe that all of the religions come from one source. Each of these religions has come through a being, a

person selected by God to reveal his teachings to mankind, God being infinite and unknowable, beyond the knowledge of mankind."

Mr Leonard agrees that this denies Christ is God and adds that the next world does not offer knowledge of God: merely of his messengers.

Headquarters are in Haifa, where sits the Universal House of Justice; the ruling nine-member council. Nine—"the highest whole number, containing all the others"—recurs throughout the religion. Even the temples have nine sides although the Falklands are yet to be graced with one.

No predictions

The oneness of man introduces the great Baha'i concept of a world federation. "The time has come for the people of the world to be knitted together in a great world society," says Mr Leonard.

A world federation is required, he explains, with a world centre, a world executive, a world parliament, a world military force so powerful that it can preserve peace.

What about the United Nations? "The U.N. has been emasculated by the veto. We

say that there's a great difference between depending on good will and applying the rule of law to the planet.

"The end of war and the beginning of world government will take place this century," says Mr Leonard.

But what about the Argentines of this world? "We're not making any predictions about what happens between now and then," says Mr Leonard.

Five American Baha'is left the islands after the invasion. The rest, 17 of them, stayed, and Mr Leonard was "rather proud" of them.

But what about Argentina? "The first and most important principle here is that Baha'is do not interfere in political matters. We would not take a political stand on that."

British builder

While not all sections of the community are entirely enthusiastic with them—"You can't extract the lowest common principle of all religions and say it is anything worth having" is one authoritative view—the genial Roman Catholic Monsignor Daniel Spraggon is unperturbed.

"I've travelled in many parts of the world but I had never met a Baha'i until I came here," he says. "But they're all right; perfectly all right; very good law-abiding citizens. They don't stir up trouble like some of these cults."

Mr Brian Paul is a builder from Britain. His wife, Sonia, a wild-life artist, was born in the Falklands. They became Baha'is two years ago.

"It was a feeling; it grabs you and drags you in," says Mrs Paul. "If you're looking for an answer for something you always find it."

Invasion 'planned in January' Times 16.8.82

The Washington Post, in a front-page story yesterday, reported that Argentina's military leadership had ordered the preparation of detailed plans for the invasion of the Falklands more than two months before the incidents in the South Atlantic that Argentina later said had provoked the conflict with Britain.

The story quoted Argentine military sources as saying that the military Government adopted a general plan in September, 1981, to take over the Falklands by diplomatic or military means.

Using detailed invasion plans prepared in January, the ruling junta took the decision to go ahead with the attack on March 26, a week before the landing, and while intensive negotiations between Argentine, British and American diplomats was still going on.

D. Teleg. 12.8.82 BOAT ORDERED OUT

An Argentine fishing vessel operating within 150 miles of the Falkland Islands was escorted out of the area last week by British aircraft in the first such incident since the Falklands war, it was reported in Argentina yesterday.—UPI.

Falklands general reassures islanders

From Tim Jones
Port Stanley

'Times' 9/8/82

The British garrison on the Falkland Islands is to be maintained in sufficient strength to deter any "malign aspirations" from Argentina.

This pledge was made to the islanders on Saturday by Major-General David Thorne, the military commissioner, when he spoke to them all for the first time since arriving three weeks ago.

Speaking on the Falkland Islands Broadcasting Service, General Thorne said: "We have not come to take over or to throw our weight around. We have come to defend and to be of service to the community".

Adopting a relaxed, fire-side chat tone, the general made it clear that he was acutely aware of the problems and fears of a people now heavily outnumbered by the army that liberated them.

"What we will maintain here is a coherent and efficient, well balanced force, sufficient to respond if necessary with reinforcements to any Argentine attack."

Troop levels on the Falklands have been steadily reduced and it is understood there are now some 4,500 fighting men on the islands. It was likely, General Thorne said, that this level would be maintained for some time as "stability will be needed".

He said he was determined that there should be a successful degree of separation between the civilian community and the soldiers.

At present some soldiers are housed with island families and others are enduring the unremitting winter rain in tents or damp, uncomfortable trenches cut into the sodden peat.

Army experts have been surveying the islands for suitable sites for permanent camps, and when they are chosen, Portacabin barracks will be built. Two of these will be near Port Stanley, and other smaller bases, in outlying communities.

In addition, it is proposed to establish rest and recreation camps where soldiers can fish, shoot, hunt and do adventure training.

But before any of this can be done the sites will have to be cleared of the minefields scattered all over the islands. Thousands of lethal and practically undetectable mines have been left as a terrible legacy by the Argentines, virtually trapping the islanders in Port Stanley and the other settlements.

Even in Port Stanley it is dangerous to stray off the roads for fear of booby traps and grenades thrown away indiscriminately by Argentine troops before they surrendered.

No such thing as luck?

D. Teleg. 3.8.82

CHRISTOPHER BOOKER considers how close to failure the Falklands campaign came and reflects on the meaning of chance

WHEN a month ago I contributed a few retrospective thoughts here on the Falklands war, one of the issues I raised was the remarkable part played by luck in the outcome of the conflict.

My article drew a number of courteous letters from readers which, with one or two exceptions, were so thought-provoking that I have decided to explore this theme a little further — although I hasten to add that it is not really about the Falklands that I wish to write today but about the nature of luck.

One of the most fascinating by-products of the Falklands episode is the way in which (as the debate over the St Paul's service has shown) it has aroused reflection on so many wider and deeper issues, many of them spiritual and metaphysical in their overtones.

Despite the somewhat mischievous headline given my article last month, "Just a Matter of Luck," I was not of course maintaining that luck was the only factor in the British victory.

A good deal of what I wrote was devoted to praising the extraordinary courage, skill and imagination with which British servicemen pursued the war.

But I did comment on that other remarkable feature of the war which has attracted rather more publicity since — namely the astonishing number of Argentine bombs which found their target but did not explode, and which otherwise might not just have accounted for the loss of six more ships but even (as the recent leaked Pentagon report seems to confirm) enforced our withdrawal from the South Atlantic before victory was won.

And here I cannot resist quoting at some length from one of a remarkable series of reports carried in recent weeks by the WESTERN GAZETTE, my local paper down in Somerset, based on interviews with the large number of local heroes returning home after the war.

One of them was Lt-Comdr Henderson, second-in-command of the frigate Plymouth.

Plymouth's crew had an astonishing escape when five Mirage jets carried out a concentrated attack on the ship. Four bombs smashed into her but none exploded and only five of the crew were injured. One went through the mortar bomb room and split one of the ship's bombs in half, but neither of the devices exploded. Plymouth was not quite so lucky with another bomb which struck a depth charge left on deck which ignited and destroyed the Petty Officers' mess deck and dining room below.

Lt-Comdr Henderson also recalled his thoughts when the Plymouth was lashed alongside the crippled Argonaut in an attempt to carry her to the "safety" of San Carlos bay.

As he chatted from the wing of the Plymouth's bridge to his counterpart on the Argonaut, "it only dawned on him later that he was standing just a few feet from an unexploded 1,000

lb bomb lodged in the Sea Cat missile magazine of the damaged ship."

It is impossible to read such reports as these without the hair curling at the back of one's neck not just at the calm bravery of men who went through such experiences, but at the quite astonishing good fortune which attended both them and the whole expedition.

And here the question arises — just why were they, and to a much less direct extent the rest of us, so lucky?

I am not for the moment concerned here with what might be called the more technical aspects of that good fortune — for instance that the fuses of bombs dropped so low, because of the fury of the British air defence barrage, were set at the wrong timing. The fact is that in other instances, such as those of the Coventry, the Ardent and the Antelope, bombs did go off, with disastrous consequences — and the question remains, why overall was the luck on our side? And it is here that we are drawn into some of the most fascinating and imponderable questions which haunt mankind.

I do not think it quite enough simply to say, as did some of my correspondents last month, that good fortune was with the British during the Falklands war because we were morally in the right.

History, alas, is full of examples of men and nations who seemed to enjoy astonishing good luck when their cause was morally dubious (like Hitler in 1940 or Napoleon) — even though it is fair to point out that the stars usually turned irreversibly against them.

What we are talking about here is a very strange phenomenon indeed — and one with which we are all familiar from circumstances as far removed from war as, say, the tennis court, the cricket field or even just the everyday affairs of life itself.

When the current of luck is running with us, things can go extraordinarily well that they seem beyond any rational explanation. Opportunities suddenly materialise, miracles occur, there is an energy available which makes success seem inevitable and almost effortless.

When the tide flows the other way, things seem to go wrong to an equally inexplicable degree. Troubles pour in upon us not as "single spies but in battalions." We have to hope that we can ride out the storm until either our luck changes or, in the direst instances, we are destroyed.

It is precisely because men and women have learned to recognise these deeper and apparently supra-rational

patterns which shape our destinies that they have come to attach such importance to omens and flashes of intuition which seem to offer a clue as to which way the pattern of any given situation is running — although of course there is never a cast-iron rational way of confirming whether any particular omen or hunch is significant or being read correctly.

But the real question which must always emerge from contemplation of such matters is whether, ultimately, the operations of "Dame Fortune" as she has been personified down the centuries are really as arbitrary as we often choose to see them, particularly of course when we are caught up in them to our disadvantage.

The answer, I believe, is that in some ultimately mysterious way they are never arbitrary — and that when we talk of "luck," with its implications of chance, we are only in fact betraying our limited awareness of the indescribable complexity of the cosmic drama in which we are all involved.

I do not personally believe that there is any such thing as "chance," whether we are talking about something as stupendously remote as the origins of life on earth, or as trivial as the flip of a coin.

I accept (and I suspect more people would agree than dare admit it) that there is providence not just in the fall of a sparrow but even in the fall of a snowflake. Not a thing happens in the universe which is not somehow preordained, and which is not ultimately serving the purpose of a spiritual force which is beyond life itself.

Accept that though some of us may (and the rest may think us idiots!) we all still have to live out our muddled, confused lives on a level where we can not know how the drama is to unfold until we have played our part in it.

It is on that level that we are driven to employ such terms as chance and luck, as "convenient fictions." But even here we may try to distinguish between the good luck that temporarily attends those who are serving their own ends, and that more enduring luck which blesses those who are ultimately serving some greater cause — the luck, if you like, of the devil, and that of those who are on the side of life or God.

The great difference is that those who enjoy the first will always ultimately be tempted to think that they make their own luck and deserve it — while those who enjoy the latter will, by definition, be only too aware of whence it comes. Which should, after all, have been the only real point of that Falklands service in St Paul's Cathedral.



SHOWING THE FLAG—Cindy Buxton (right) and Annie Price at The Falkland Arms pub, with the Union Jack they kept flying over South Georgia.

The topper Menendez wore . . .

FILM-MAKERS Cindy Buxton and Annie Price who were captured in South Georgia, sat outside the newly-named Falklands Arms in Bloomsbury today—with a ceremonial top hat.

It was the one presented to Argentinian temporary governor General Menendez during his brief occupation of the islands.

The hat, and a Port Stanley policeman's cap were sent to London for auction next month on behalf of the Falklands appeal fund.

Cindy and Annie's auction gift, which they draped over the pub banister, is the Union Jack they flew defiantly throughout the occupation.

The old Bloomsbury pub has been relaunched to "commemorate the spirit and determination of the Falkland islanders".

Conveyor men praise ship deal

SURVIVORS of the requisitioned container vessel sunk off the Falklands have praised Cunard's chairman, Lord Matthews, over his deal for the replacement of the Atlantic Conveyor.

Lord Matthews and heroes from the South Atlantic were guests of the City insurance brokers, Willis, Faber and Dumas.

The lunchtime "salutation" included a visit to Lloyd's where they saw the record of

the sinking of the Atlantic Conveyor, carefully written in copperplate handwriting by quill pen in the Loss Book.

The group included Captain Peter Jackson, Master of the QE2, members of her crew as well as crew from the Atlantic Conveyor and her sister ship the Atlantic Causeway.

The chief cook from the lost vessel, Bill Tuck, 38, from Cardiff, said the deal was "splendid."

"It's splendid for British industry. He's done a good deal," he said.

The Cunard delegation was welcomed to Willis Faber and Dumas by chairman Mr David Palmer and managing director Mr Bob Kevill, and at Lloyd's they were greeted by deputy chairman Mr Brian Brennan.

Afterwards Lord Matthews said he had thoroughly enjoyed the visits.

"I think it was a very nice gesture to invite the chappies, I think they deserved to be entertained and I am very pleased.

"I have been pleased to hear the comments of men from the Atlantic Conveyor."

PRAISE FOR MULTI-ROLE D. Tel. 6-8-82 HARRIER

By Air Cdre G. S. COOPER
Air Correspondent

GIVEN that the Falklands Task Force faced 120 Argentine fast jet aircraft with initially only 22 Sea Harriers to complement the ships' air defence systems, the losses sustained, particularly in the highly vulnerable phase of amphibious operations, were inevitable, says the Defence Ministry's interim report on weapon performance in the war.

The lack of airborne early warning is highlighted as a significant disadvantage, but there is no comment on lessons drawn on the vulnerability of modern surface warships to saturation attacks by aircraft and weapons of Korean war vintage.

Nevertheless, says the report, the Argentine Air Force was successfully dealt with, and 109 aircraft of all types, including 51 A4 Skyhawks and 26 Mirages, are estimated to have been destroyed from all causes.

On some days, Argentine air losses were as many as two-thirds of the aircraft sent.

Systems' claims

Preliminary claims for the main anti-aircraft systems are:

Harriers	27
Rapier	15
Sea Dart	8
Blowpipe	8
Sea Cat	6
Seawolf	5

Destroyed in air	67
Found on ground	42

Total 109

The report says the Harrier showed itself to be a true multi-role aircraft, with success in air combat and an easy transition to anti-ship and ground attack roles.

Some 1500 Sea Harrier sorties by 28 aircraft deployed and some 150 Harrier GR3 sorties by 10, were flown. None was lost in air-to-air combat and only five to groundfire.

The low loss rate, together with a very high serviceability rate, permitted continuous high intensity flying throughout the operation. Only one per cent. of planned Sea Harrier sorties were not achieved.

Apart from one Pucara shot down by a Harrier GR3's cannons, all Harrier kills are attributed to the AIM9L Sidewinder missile.



THE hidden menace of thousands of Argentinian mines planted on the Falklands is to be tackled by army dogs now undergoing special training in Leicestershire.

The anti-personnel and anti-tank missiles, which contain no metal, are undetectable by normal means. So the dogs are being trained to sniff them out.

The first team of 12 dogs and their handlers will be ready for the Falklands by the end of the month. Until then, they are working at detecting actual Argentinian mines

"Standard" 5-8-82

dug up from Falkland beaches and then defused. They have been planted in the fields around the Royal Army Veterinary Corps training establishment near Melton Mowbray.

Colonel Keith Morgan Jones said "Dogs were first used to detect mines back in the First World War, but we haven't used them for the purpose since Indonesia 20 years ago.

"They work by a combination of

the scent of the explosive in the mine, the plastic itself and also from the scent of whoever planted it and the disturbance of the ground.

"We don't know which of these four factors is the most important, but there have been some remarkable cases of dogs detecting a slightly different scent picture from ground which was disturbed years before."

The dogs which will be flown to Ascension Island and then sent by ship to Port Stanley are Alsations and Labradors and by the time they get there they will have had two months' training.

Colonel Jones hopes that the whole mine detection operation, which could go on for years, will pass off without any injury to the dogs or their handlers.

"I know a number of Royal Engineers have had legs blown off and we've even heard reports of sheep being killed," he said.

Tighter

"But a dog has a much lighter footfall and operating with well-tried techniques, we hope to escape without casualties.

Although their handlers will be wearing special body armour when

they work through the minefields, the dogs will not. Special dog suits have been tried, but they are heavy and distract the animal.

The search for mines demands that the dogs must work in a much tighter search pattern on a three foot lead with their handler.

"To properly search an area for these small mines we can't have a dog team quartering a space 100 yards square", said Colonel Jones.

"The training is strictly on a reward basis with the dog being praised and then given a titbit such as a biscuit when it has detected a mine."

Further assessment

All the claims are being further assessed to get the attributions right. There may have been duplication when every weapon within range was firing at incoming aircraft.

This will need sorting out in further analysis as will the limitations on enemy effectiveness imposed by the capabilities of our own systems.

There is evidence of some missiles being fired at extreme ranges to frighten rather than kill: some failed to fire, others failed to connect because the target crashed taking evasive action.

Each situation, says the report, has differing implications for equipment performance.

Air refuelling feats

Mr Pattie highlighted as a special feature of the RAF's air operations the outstanding feats of airmanship and navigation accomplished by the in-flight refuelling tanker crews, and the pilots of the aircraft that received fuel in the air without incident on so many occasions.

Nimrods converted for air-to-air refuelling flew about 150 sorties from Ascension, some of up to 19 hours duration.

Hercules flew 35 8,000 mile round-trip re-supply drops, each lasting over 25 hours.

Harrier GR3s flew to Hermes in two 9-hour flights via Ascension, and Vulcans attacked military targets in the Falklands, refuelled outbound from and back to Ascension by Victor tankers during each 15-hour round-trip.



COMMANDERS WITHOUT LAURELS

"IT WAS A DAM' CLOSE RUN THING..." the Duke of WELLINGTON is supposed to have exclaimed after Waterloo. So, on a smaller scale, was the recent battle for the Falklands—at least that is the view of senior American service leaders, in no bad position to judge. Their private judgment is that the narrow margin turned on the quality of the Task Force commanders, led at sea by Rear Adml "SANDY" WOODWARD and on land by Maj-Gen. JEREMY MOORE.

That in no way discounts the matchless response they got from the men under their command. But, even in these egalitarian times, commanders still count. Generations of military historians have savaged Field Marshal HAIG for the prodigal cost of his strategy on the Western Front 1915-1918. On that score Adml WOODWARD and Gen. MOORE stand well. Yet, it seems, their future usefulness as force commanders of proven ability is speculative. MOORE, 54, is looking for a job outside his Service, cheered on by a spokesman at No. 10 who declared that he will not be joining the ranks of unemployed. WOODWARD has now reverted to his previous appointment. He will await his turn for promotion. In respect of both men the promotion ladder appears to claim first place; merit to come a bad second.

Given the system and our limited market for operational commanders, the difficulties are not to be dismissed with contempt. They are there. Yet the percipient foreign observer may well wonder whether such adherence to the rules of the game, such reluctance to treat merit exceptionally, diminishes the commanders—or ourselves. Somehow, we fancy, a pretty stiff minute above the initials W.S.C. might in earlier times have whistled out of No. 10. And it would have been acted on.

War damage at least £35m in islands

By Maj-Gen
EDWARD FURSDON,
Defence Correspondent
in Port Stanley

AN absolute minimum of £35,000,000, totally excluding anything at Stanley airport, is the cost of war damage to the Falkland Islands according to Mr John Brodrick, director of the Public Works Department.

He says it is a low estimate, and the costing is based on Falkland rates for labour, which are about a quarter to third lower than in Britain.

Mr Brodrick returned to the islands with the Civil Commissioner, Mr Rex Hunt. He had been stranded in Britain at the time of the invasion while on an official trip.

With his force of 120 men the Falklands Public Works Department has responsibilities

approaching those of a municipal authority in Britain.

These include water, electricity, all government buildings, roads, transport, and even grave-digging and fuel.

He needs to replace the old galvanised service water pipes which the acidity in the peat soil has begun to eat away, thus losing half of the total treated water the Moody Brook plant supplies.

An up-to-date water treatment plant is also necessary to cater for the expanded permanent population of Stanley.

There was an "on-going social problem" with damaged houses, Mr Brodrick said.

He added "But we are winning the battle of repairs slowly." This is with the Army's help and that of the few small contractors in Stanley.

Twenty-seven prefabricated three-bedroom houses have now been ordered from Britain as replacements for accommodation lost.

FALKLANDS OVERTIME CLAIM

By WILLIAM WEEKES

THE Ministry of Defence is considering claims for overtime from six civilian Press officers despatched to the Falklands.

One estimate that the claim could be worth up to £5,000 to each man if met in full provoked a cautious response from a Ministry spokesman yesterday who said the amount being claimed was a personal matter.

Overtime was paid to staff who manned the Ministry Press office in London for 24 hours a day during the Falklands operation.

"We got it here for working in some comfort and I should have thought they ought to have got it for working in some discomfort and danger," the spokesman said.

Lived rough

The six civil servants are claiming time-and-a-half for Saturday work and double time for Sunday, the normal rates paid to Ministry of Defence information officers.

One of the Press officers in the Falklands told how he lived rough in a snow-covered trench on the Falklands and did not see why he should do that in his own time.

Pay of an information officer ranges from £7,822 to £9,758 and from £9,671 to £11,969 for a senior information officer, with extra allowances for foreign service. Members of the armed forces get no form of overtime payment.

75,000 BUS DRIVERS STRIKE IN ARGENTINA

By TONY ALLEN-MILLS
in Buenos Aires

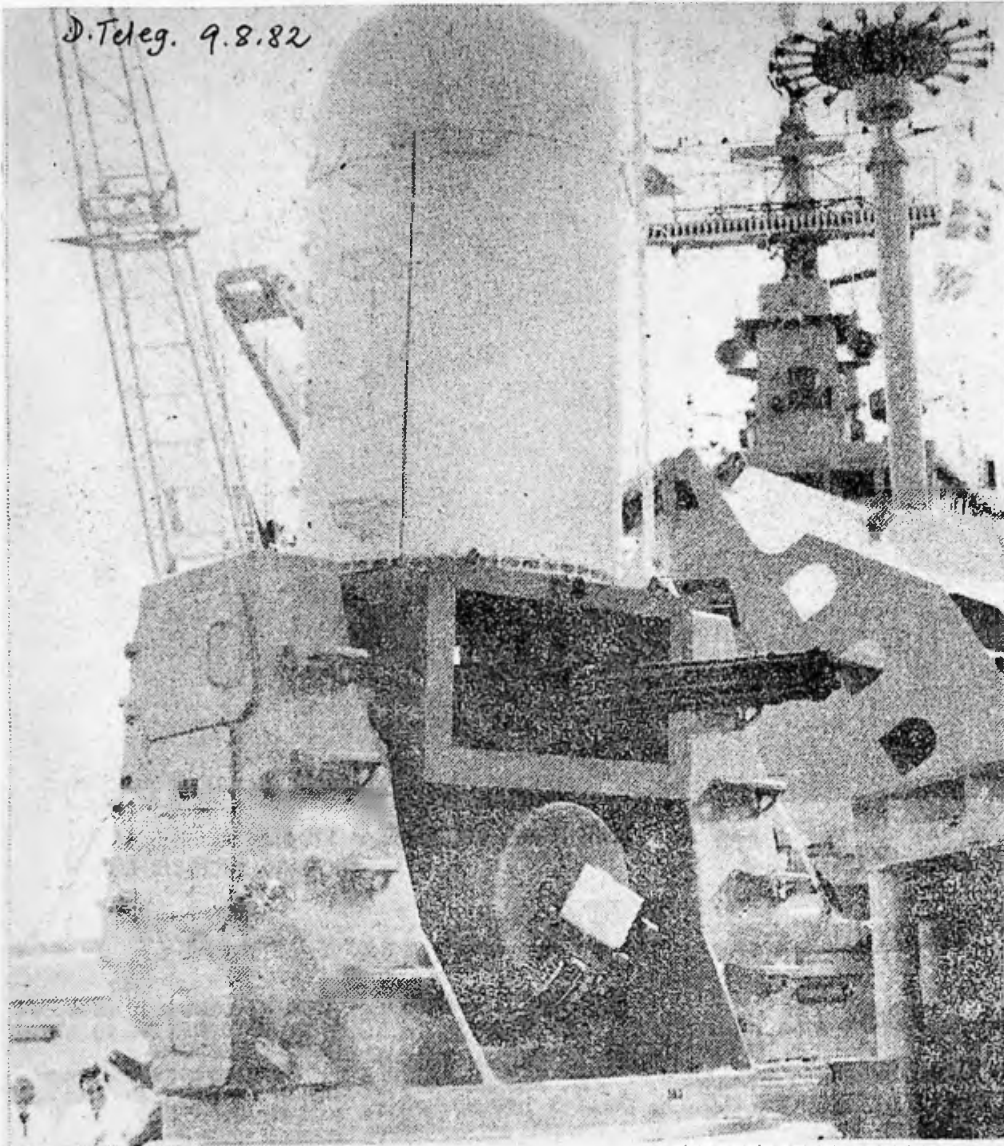
More than 75,000 Argentine bus drivers staged a 24-hour pay strike yesterday as trade union leaders flexed their muscles in the new climate of political freedom.

The strike underlines the growing military confronting the government as workers' purchasing power is undermined by three-figure inflation.

With railway and power workers also threatening to strike, Argentina's dire economic crisis is in danger of further deterioration. Some observers fear widespread strikes will encourage dissident Army officers a coup attempt to reverse the moves towards democracy.

D.T. 9.8.82

D. Teleg. 9.8.82



The Vulcan Phalanx gun capped by its radar assembly on board the new carrier Illustrious which is now on her way to the Falklands. The weapon fires 3,000 rounds a minute.

Guards home to tune of victory

By A. J. McILROY

THE Pipe Major of the 2nd Battalion, Scots Guards, will step out of an RAF VC-10 at Brize Norton tomorrow and play "The Craggs of Tumble-down," the tune he composed to celebrate the Guards' Falklands victory.

Pipe Major James Riddell composed the air on the mountain battlefield where nine Guards were killed and 43 wounded on the eve of the surrender of the Argentine garrison.

The regiment is 64 per cent. Scottish and more than 100 coaches are bringing relatives from across the border to be among the expected crowd of 6,000 to meet the four VC-10s.

A sensitive problem for the Guards is the public interest aroused by the case of Guardsman Philip Williams, 18, found alive after being listed missing presumed dead.

What happened to him in the Falklands is now the subject of a regimental inquiry

TRIBUTE PAID TO ARDENT'S BRAVE MEN

Twenty-two men who died when the frigate Ardent was sunk in the Falklands were remembered yesterday when 600 people packed St Nicholas Church at HMS Drake, the Royal Naval barracks, Devonport.

"One of the best tributes to the crew is that the ship was struck very badly yet the men were helping casualties and fighting fires and floods when the next wave of bombs were dropped," said Cdr Alan West, 54, captain of the Ardent.

"It was as if a giant hand had picked up the ship and shaken it. My men were brilliant and very steadfast. They did everything they had been trained to do."

Mobility of forces D.T. 9.8.82 brings into focus Britain's Nato role

By **DESMOND WETTERN** *Naval Correspondent*

THE landing in the Falklands of 8,000 troops over open beaches 8,000 miles from their home base begs the question whether Britain's contribution to Nato should be completely realigned.

Some senior Allied officers think the defence of the West might be served better if Britain concentrated on mobility.

In view of Russia's worldwide maritime expansion enabling her to outflank the Alliance, Britain's mobility of forces shown in the South Atlantic might prove more advantageous than tying up 50,000 men in West Germany at a cost of £800 million a year in support charges alone.

For the Royal Navy, and the Royal Marines in particular, the operation could never have been mounted at all without the Fleet Air Arm's 22 Sea Harriers.

When they were first ordered for the Navy in 1975, the Sea Harriers were seen largely as a "bonus" to fill any gaps in the air cover provided at sea by shore-based aircraft and those from American carriers.

Cover for convoys

But in a war with the Warsaw Pact, America's 12 carriers would have worldwide commitments, and it is doubtful whether they could always provide the considerable air forces needed both to defend North Atlantic convoys and British and Dutch commandos who would fight in Scandinavia.

The Falklands' operation showed that specially designed amphibious ships are still essential, and to rely on using car ferries to move the Royal Marines to Norway would be totally impracticable.

The fact that many Argentine bombs did not explode demonstrated the effectiveness of the defences against air attack. The attacking aircraft had to fly too low for their bombs to become primed once they were released over the target.

Nevertheless, many of the Navy's major surface warships have been designed primarily for anti-submarine tasks on the assumption that shore-based air cover would always be available.

Lack of cash

The lack of money rather than there being no requirement for it in the North Atlantic, the reason given by Mr

Pattie, the Parliamentary Under-Secretary for Defence Procurement last week, was why the 3,000 rounds-a-minute American Vulcan-Phalanx gun had not been fitted in British warships before the Falklands crisis even though the Americans are installing it in hundreds of ships.

The Falklands' operation underlined the need for large support forces of tankers, stores, depot and repair ships.

Fortunately, Argentine mine-laying at sea was confined to Port Stanley harbour, but with Russia now having new deep water mines, like "Cluster Bay" and "Cluster Gulf," intended particularly for use against Allied submarines and deep draught tankers, it is doubtful if the contingency plan to rely on commercial trawlers for mine-sweeping is any longer feasible.

AIR POWER D.T. 9.8.82 KEY TO VICTORY

By Our Defence Staff

THE Falklands war illustrated the dangerous and costly outcome of underestimating the importance of deterrence.

While Britain was pondering the need for Trident in Europe, 40 Marines proved an inadequate deterrent for the defence of British sovereign territory 8,000 miles away.

Each of the three Services, which fought so well together to repossess the Falklands can point to battle scenarios in which either the land, sea or air forces played the leading role, yet no war is likely to be won if the enemy has air superiority.

As Air Chief Marshal Sir Michael Beetham, Chief of the Air Staff, has pointed out, if the Falklands had been nearer 300 than 400 miles from the Argentine mainland, the successful repossession of the islands might have been beyond our grasp.

Look-down radar

For the Royal Navy, the formidable threat of air attacks by sea-skimming missiles urges caution in planning surface fleets for "Blue Water" operations beyond the range of sustained air cover from land bases.

Airborne early warning will not provide a complete answer to the threat. Long-range fighters with their own look-down radar and advanced air-to-air missiles are also needed.

Mr Nott, Defence Minister, has already lashed the Navy's helm in the direction of a "Maritime Air" capability; but for the Army the Falklands has proved yet again the indispensability of the infantry.

One of the lessons learned, Mr Nott told Parliament, was the importance of the helicopter; but for those tempted to advocate helicopter cavalry there was, even in the Falklands, a reminder that helicopters could suffer heavy losses in the battle area.

Hit by gunfire

For the Royal Air Force, the Falklands will add impetus to the programme of acquiring precision weapons that can be delivered without the aircraft having to fly over the top of heavily defended targets. All five Harriers lost in action were hit by gunfire.

The RAF's South Atlantic experience will also lead to an increase in flight refuelling capabilities for most combat and transport roles. In particular, the Falklands has proved the need for a long-range strike and reconnaissance force.

The RAF will pay much more attention in future to the need of air mobility.

The lessons of the Falklands will certainly bolster the arguments of Britain's aerospace industry for stronger Government support in shoring up the country's industrial base in the defence equipment field.

Falklanders

D. Teleq. 10.8.82

look to

the future

By CHARLES NEVIN
in Port Stanley

TERRY PECK, John Cheek and Tony Blake are three of the six elected members sitting on the Falkland Islands Legislative Council.

Mr Peck, 44, Councillor for Stanley Division, is a former Chief of Police, a spy, saboteur and scout for the British forces during the invasion. He is now back to being a plumbing and heating contractor.

Mr Cheek, 42, is chief engineer for Cable and Wireless and represents Stanley West. He was in Britain when the Argentines invaded.

Mr Blake, 42, Camp, or country side, Division, is a settlement manager for the Falkland Islands Company and arrived in the islands 11 years ago from New Zealand.

Off to the U N

Mr Cheek and Mr Blake left the Falklands yesterday to represent the islanders before the Decolonisation Committee of the United Nations. Mr Peck remains in Stanley.

While the islanders wait for the updated Shackleton Report, for a review of the Constitution and for life to approach something like normality, the three councillors have discussed their hopes and concerns for the future of the Falkland Islands; political and social.

On the political future, Mr Cheek says: "I've spoken to no one who is willing to discuss the sovereignty question or anything else with Argentina. I think most islanders want to keep a very close tie with Britain."

But he feels that *reapproachment* with Argentina and much of Latin America will be impossible while the association with Britain remains, in whatever form, loose or close.

More democratic

"It's worrying what future British Governments will do. I don't think we've got any worries with the present Government but we don't know what will happen if it's replaced."

Mr Cheek says that while he was in London during the campaign, he still detected the feeling in the Foreign Office that the islands were an encumbrance; an embarrassment.

Mr Peck is also apprehensive about a change of Government. "It does worry me. People are apprehensive about what a change of government might bring. It's an expensive thing for a garrison to be stationed in the Falkland Islands so far away.

EXOCET ROLE

D. Teleq. 11.8.82
EXAGGERATED,

SAYS U.S.

John F. Lehman Jr., American Navy Secretary, said yesterday that the Falklands crisis provided "no surprises" and that the threat posed by Argentine anti-ship missiles was "very much overblown."

However, he said, the war between Britain and Argentina did prove the importance of early warning systems to protect ships from aerial attack and demonstrated that vessels cannot be expected to survive battle if built of "cheap materials" and not updated with defensive equipment.

Speaking to the Foreign Correspondents' Club of Japan, Mr Lehman praised the Argentine air force for its performance against British ships but said its French-made Exocet missiles, credited with sinking the destroyer Sheffield and the Atlantic Conveyor, did not perform as well as had been widely

Comfort 'threat

D. Teleq. 11.8.82
to survival'

By DESMOND WETTERN
Naval Correspondent

STANDARDS of comfort in warships must in future be reduced to improve their ability to survive in war, Vice-Admiral Sir Lindsay Bryson, Controller of the Navy responsible for warship building and equipment, said yesterday.

In future, he told engineering ratings completing their training in HMS Sultan, the marine engineering establishment at Gosport, various additions put into ships in the past to improve accommodation standards would have to be removed so that there would be no repetition of "what has happened in the last few months."

It is now known that when the destroyer Sheffield was built at Barrow-in-Furness 10 years ago the fire-fighting and damage control expert on the staff at Fleet headquarters warned that there were far too many combustible materials on board such as decorative plastic tiling and foam-filled upholstery.

But his report was pigeon-holed on the grounds that improvements in accommodation were essential if the Navy was both to recruit and retain men during the manpower crisis it was facing following the East of Suez withdrawal in the early 1970s.

C P O s critical

In 1975, not long after the Sheffield, the first of a class of 14 ships, was completed, Chief and Petty Officers on board were particularly critical about what they saw as the sacrificing of her fighting ability in the interests of better accommodation.

On board the Sheffield, after she was hit on May 4 by an Argentine Exocet missile, which did not explode, survivors reported that the whole of the forward part of the ship filled rapidly with dense smoke which severely hampered fire-fighting.

Yet, ironically, accommodation standards in the Sheffield and her sister ships are not particularly high compared with those in some other ships.



Gurkha troops getting a warm welcome as the Uganda arrives home. Photograph Peter Trievnor.

Uganda sails in to hero's welcome

By Amanda Haigh

The hospital ship Uganda came home from the Falklands yesterday to be welcomed at Southampton by an escort of tugs, fishing boats pleasure craft and yachts and a cacophony of ship hooters, triumphant music, and the cheers of thousands of families and friends.

Among the 1,100 on board the converted P & O cruise liner, now dusty and dirty from 16 weeks at sea but otherwise unharmed, were 135 Royal Naval officers and ratings, including 40 members of the Queen Alexandra's Royal Navy Nursing Service, the first female nurses to have served at sea since the Korean War in the fifties, 621 members of the 1st Battalion 7th of the Duke of Edinburgh's Own Gurkha Rifles, the 16 Field Ambulance Royal Army Medical Corps, and a crew of 73 from P & O.

Festooned with streamers and bearing a large Red Cross banner, the ship, nicknamed Nosh (naval ocean-going surgical hospital), berthed in bright sunshine to the "Nosh" march specially composed and played by the band of the Royal Marines who had

worked as stretcher bearers, and the music of Gurkha pipe and drums, including one lone Gurkha piper in the crow's nest.

From the first casualties it accepted from HMS Sheffield on May 12 until it was deregistered as a hospital ship on July 13 to become a troop carrier, the Uganda treated a total of 730 casualties, including 150 Argentine soldiers, and carried out 504 operations.

The ship's concert room became an operating theatre, the smoking room an intensive care unit and the hairdressing salon an X-ray unit.

At the height of action, when the ship took on 159 men in one day after the Sir Galahad and Sir Tristram were hit, the music room was converted into a ward in 45 minutes, with P & O crew volunteering to feed and bathe patients and give blood.

● Mrs Margaret Thatcher's expected visit to the Falklands may take place before the end of the year. The Prime Minister's wish to boost the morale of the islanders and to thank personally the troops protecting them has been known for some time.

● Gallantry awards to servicemen will not be announced until October, the Ministry of Defence disclosed yesterday.

A final list of recommendation's will be sent to the Queen for her approval before publication in the *London Gazette*.

LAMI DOZO D. Teleg. 12.8.82 STICKS TO HIS GUNS

By Our Staff Correspondent
in Buenos Aires

THE Argentine military regime's plan to carry out an ordered return to democracy by 1984 has received what amounts to an Exocet missile amidsthips.

It was fired by Brig-Gen. Basilio Lami Dozo, the ousted Commander-in-Chief of the air force.

Gen. Dozo was obliged last week to prepare for an early retirement because of his public suggestion that the military should form an "official" political party to represent its interests in the new democracy.

The idea was firmly squashed by President Bignone and senior army officers who believe that the military should retire from the political arena and leave the running of the country to a civilian government.

Greatly enhanced

But at a parade in celebration of Argentina's Air Force Day this week, Gen. Dozo turned his final public speech before retirement into what amounted to a blistering attack on the plans of his senior army colleagues.

The speech was an ominous reminder of the dangerous divisions within the military over political strategy.

The general, whose reputation was greatly enhanced by the remarkable performance of Argentine Air Force pilots in the Falklands conflict, insisted that the military should not "abandon its responsibilities" by withdrawing from government.

Addressing senior air force personnel parading on a helicopter landing pad, he said the military had been responsible for building the foundations of a new Argentine democracy.

Now the time had come to complete the work.

His belief

"It is not a case of tossing the country to the political parties as if it was a hot lump of coal, saying 'here it is, govern it'."

Gen Dozo said democracy should mean the culmination and not the overthrow of the military process. He warned against what he described as "a dictatorship based on the power of votes," which he said would be the same as a dictatorship based on armed forces.

The general repeatedly professed his belief in the democratic system. But emphasising he wanted the military to play an important part alongside any civilian administration, he suggested that he preferred the sort of democracy that had the military's best interests at heart.

British firms sell Exocet parts

By BRENDA PARRY

WHILE the Government was registering distress that the French had lifted their embargo on arms for Argentina, the Ministry of Defence in London seemed unconcerned that British companies were still exporting "bits and bobs" for Exocet missiles to France.

At least one British company confirmed that it was continuing to export microwave equipment for Exocets to a French electronics company.

A spokesman for G. and E. Bradley of Neasden, a subsidiary of Lucas Industries, said: "It was quite embarrassing during the Falklands crisis, but we have always exported our components with an export licence,

and we shall continue to do so."

"It is, in our view, a very useful market for the microwave business."

G. and E. Bradley, which has a workforce of slightly under 300, is the only wholly English company to manufacture artificial kidney machines.

Other firms

Four other companies are also believed to be still manufacturing vital components for the missile which was so effectively used against British ships in the Falklands.

Until recently, British Aerospace made nose-cones for missile systems including the Exocet.

Other companies believed to be manufacturing components include MEL, at Crawley,

Sussex. A spokesman said the matter was "classified information."

When the subject of the obviously-busy export business was put to the Ministry of Defence, a spokesman said it was a matter for the Department of Trade.

A Department of Trade spokesman said they were responsible for issuing export licences, but when the commodity involved weapons and armaments, they relied heavily for advice on the Ministry of Defence and Foreign Office.

Another call to the Ministry of Defence received the same reply: "The Department of Trade is the authority for issuing export licences. It's not our department to discuss where bits and bobs for Exocets are exported."



An RAF crew from No. 70 Squadron who established a world record duration flight for a Hercules aircraft of 28hr 3min during the Falklands campaign, pictured at Lyneham, Wilts, yesterday. With in-flight fuelling, the plane flew on a round trip from Ascension Island to drop supplies on to Sapper Hill, East Falkland. From right: Flt Lt Terry Locke, pilot; Master Air Load Master Dave Whiting, Fg Officer Tim Collins, co-pilot; Flt Lt Al Boyle, navigator; Sgt Graham Wood, air engineer; and Flt Lt Peter Williams, navigator.

Picture: ANTHONY MARSHALL

That feeling was reinforced several times during his long address, notably when he insisted that "the power of the majority must be the guarantee of liberty for everyone and not a tool of oppression disguised as democracy."

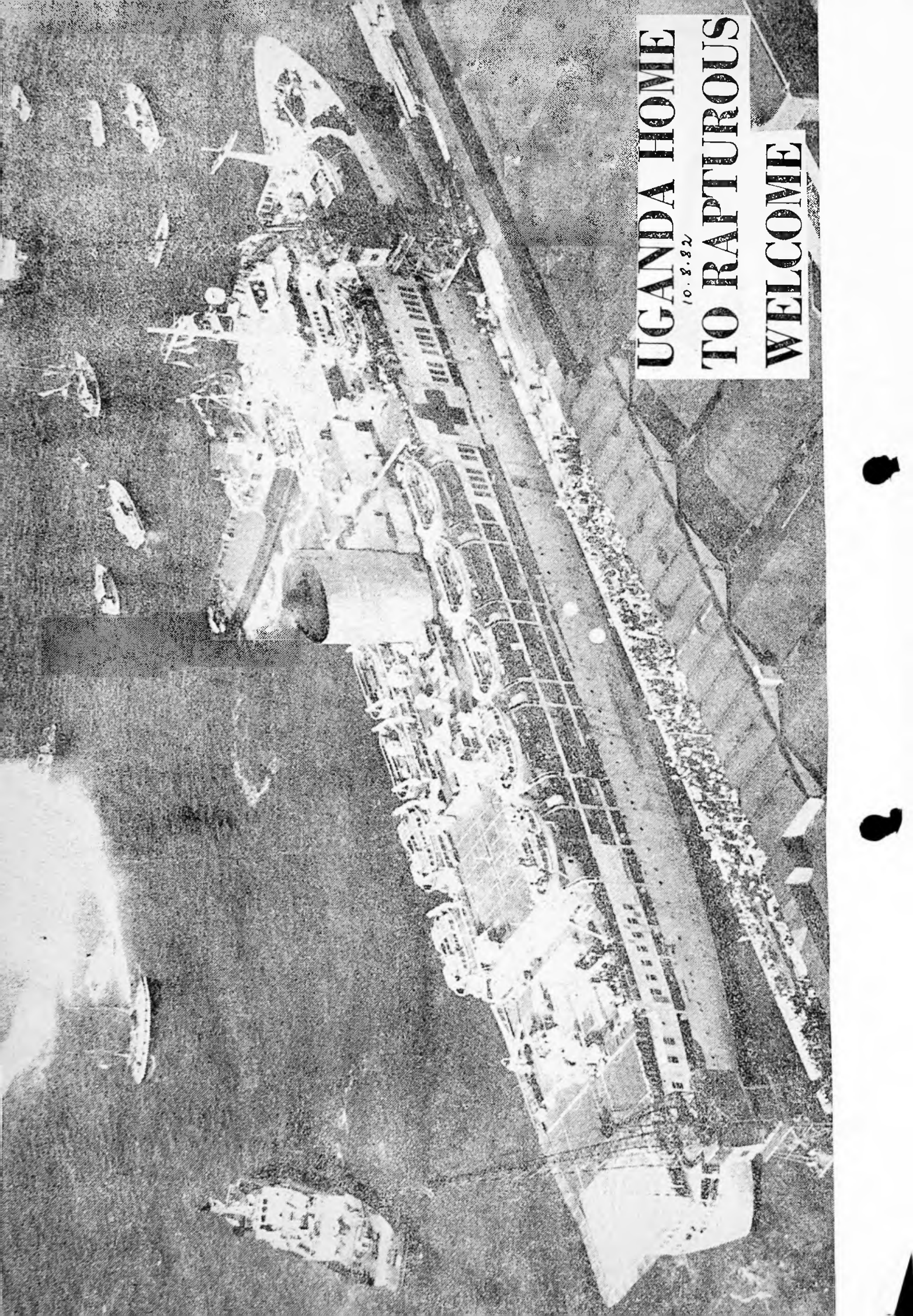
Coup possible

What Gen Dozo proposes to do to implement his views is a subject of burning debate in Buenos Aires, where no one would be surprised at an attempted coup.

Some Argentine newspaper commentators suggest there are many middle-ranking officers in all three services who support the general's view that the military should adopt a sharper political profile. And there are frequent reports of shadowy meetings in barracks with coup plans being handed round.

Several civilian politicians, enjoying new-found freedom of activity, have expressed fears that the democratic transition might be sabotaged by a coup.





UGANDA HOME
10.8.82
**TO RAPTUREOUS
WELCOME**

D. Teleg. 11.8.82

CAFE OFFER OF 'STANLEY FINALE'

By RICHARD LAST
Television Staff

AN UNEXPECTED encounter in a Buenos Aires cafe provided BBC Television with some of the most dramatic moments of its Falklands coverage in the last part of "Task Force South" last night.

The footage, showing dejected Argentine troops wandering aimlessly about Port Stanley in the hours before the surrender, while the British bombardment raged around them, was offered in cassette form to a BBC freelance correspondent in the Argentine capital a few weeks ago.

He paid 500 American dollars (about £295) for the cassette, then contracted the BBC to ask if they were interested.

Mr Gordon Carr, producer of the eight-part series, said yesterday: "We don't know exactly where the film had come from — it was most probably pirated — but it had clearly been shot by an Argentinian cameraman."

"We used about five minutes out of the 20 minutes on the tape, and it provided us with just the kind of material we needed for this final programme."

8,000,000 audience

Since it began on BBC1 four weeks ago, "Task Force South," which set out to tell the story of the South Atlantic conflict from the departure of the British ships to the surrender at Port Stanley, has commanded a steady 8,000,000-strong audience.

It has also attracted the highest "appreciation index" rating — the BBC's measurement of audience enjoyment — of any BBC programme yet shown.

Two-thirds of the four hours of "Task Force South" consisted of pictures, from ITV as well as BBC sources, which had not previously been seen on home television screens.

During the actual conflict much of the coverage was delayed, sometimes by as much as a month, by the cumbersome bureaucracy of the Ministry of Defence censors, who held up transmission of the BBC and ITV pictures back to London.



430 hours of tape

Altogether Mr Carr and his production team viewed 1,500 twenty-minute cassettes — a total of more than 430 hours of tape — to produce four hours of screen time.

Some of the most dramatic pictures were seen on Wednesday, when the seventh programme showed the rescue of badly burned and wounded British Servicemen from the blazing landing ship Sir Galahad.

In one particularly horrific shot a Welsh Guardsman was seen waving a bloody stump of leg as he was hurried to safety on a stretcher. Viewers were warned in advance they might find the programme upsetting.

Mr Carr said: "We did not leave out anything because we were afraid the public might find it too horrific. We felt we owed it to the heroism of our troops not to pull any punches."

For the first time in any major conflict most of the BBC pictures were shot on lightweight tape cameras instead of the traditional film.

A team of picture editors worked round the clock to produce "Task Force South" in time for its BBC 1 screening.

There will almost certainly be a repeat, probably in a newly edited form. Viewers can also buy the cassette version from the BBC for £39.75

● **Brasilia:** The Brazilian Foreign Ministry said that it would not grant Britain regular refuelling facilities for military aircraft flying supplies to the Falklands (Reuter reports).

Señor Jorge Caminos, the Argentine Ambassador discussed three landings in Brazil last week by British aircraft with foreign ministry officials. A ministry spokesman said later: "Argentina understood our position perfectly." *Times*. 16.8.82

Times 12.8.82 Brazil base for the Falklands

From Tim Jones
Port Stanley

Royal Air Force Hercules transport aircraft have started using a base in Brazil to supply the British garrison on the Falkland Islands.

The arrangement has been reached after weeks of diplomatic talks between Whitehall and Brasilia and if it is successful the cost of the Falklands operation will be reduced by millions of pounds a year.

Relations between Argentina and Brazil are certain to deteriorate, as Argentina will regard the arrangements as an unfriendly act by the country with which it shares a border. Argentina was angry when Brazil released an RAF Vulcan bomber which had been forced to land in its territory during the war.

It became clear on Monday that Britain had made a deal with a South American country when for the first time a Hercules landed at Port Stanley without the rear cone which is essential for mid-air refuelling on direct flights from Ascension Island. Officers are understood to have declared the test run a complete success.

Securing a mainland base is an important achievement as the cost of flying Hercules direct from Ascension is extremely expensive. At least three aircraft are needed to refuel each Hercules on the trip and it has been estimated that each flight costs £750,000.

There are usually two flights a day from Ascension making the cost many millions of pounds a year. With a base in Brazil, Hercules will no longer need in-flight refuelling and the scale of the Ascension operation can be greatly reduced.

Protest to UN over Falklands zone

From Andrew McLeod, Buenos Aires

The Argentine Foreign Ministry in a communiqué last night, said Argentina was protesting to the United Nations and the Organization of American States over three recent incidents in which Argentine fishing boats were intercepted by British forces "in Argentine waters".

The strongly worded communiqué said the interception of the Harengus, API III and Usurbil fishing boats between August 5, 7 and 10 meant Britain's "aggression" had now been extended to Argentine territorial waters.

Britain, it went on, would be responsible for any future incidents, adding that "an effective and just peace in the South Atlantic would only be achieved when the United Kingdom lifts the protection zone and economic sanctions, withdraws its military occupation forces and its naval forces, including the nuclear submarines, from the [Falkland] islands and starts negotiating in good faith with the Argentine Republic".

A Foreign Ministry said yesterday that the Brazilian Government had "categorically denied" there was an agreement between Britain and Brazil for the RAF to use Brazilian airports for refuelling stops.

Reports from London said that British Hercules C 130 transport aircraft had landed in Brazil. The Foreign Ministry spokesman said that Senhor Luis Amado, business attaché at the Brazilian Embassy in Buenos Aires, had told the Foreign Ministry that three RAF aircraft had made emergency landings in

Brazil over the past month but there was no permanent arrangement for Britain to use Brazilian airports or bases.

The spokesman said reports that there was an agreement between Brazil and Britain were "an attempt to estrange Brazil and Argentina, whose foreign ministries maintain permanent contact on all matters of common interest".

● **NEW YORK:** An Argentine protest note over the Falklands was delivered to the president of the United Nations Security Council yesterday (Michael Hamlyn writes).

The Argentines reported that three fishing boats had been intercepted on separate occasions within 100 miles of the Falklands. The boats were ordered to leave the area by British warships and did so without further incident.

After British forces retook the islands, the British Government declared a 150-mile protection zone round them which Argentine civilian ships and aircraft will need special permission to enter.

The Argentine note declared that it was unacceptable that a state "should have to ask permission to carry out licit acts in zones under its own jurisdiction".

● **MADRID:** Argentina will never renounce its claim to sovereignty over the Falklands, President Reynaldo Bignone said in an interview published here yesterday, but he did favour "a reciprocal change of attitude" in relations between his country and Britain (Harry Debelius writes).

Women on Sunday, 18/8/ march in 82

Argentina

By TONY ALLEN-MILLS
in Buenos Aires

BUENOS AIRES housewives, angry at soaring inflation, are displaying signs of increasing militancy about the disastrous state of the Argentine economy.

During the past few weeks hundreds of women have been boycotting their local shops in protest against almost daily price increases. On Friday the Union of Argentine Women called for a demonstration in the Plaza de Mayo because of "our empty shopping bags."

Figures released last week showed that Argentina's cost of living index jumped more than 16 per cent during July, the biggest monthly rise during the present crisis and equivalent to an annual inflation rate of 200 per cent.

Senor Jose Maria Dagnino Pastore, the new economy Minister, sympathised with the housewives but said bluntly: "In Argentina no miracle is possible."

DEMORALISED

The demoralisation and depression that set in after the routing of Argentine troops in the Falklands has hardly been improved by Senor Dagnino's description of the economy as being "in a state of unprecedented collapse."

Industrial output is miserable, unemployment is rife, disruptive strikes are threatening, the peso has collapsed and tricky negotiations are due next month on the refinancing of Argentina's \$40,000 million (£21,000m) of foreign debts.

Senor Dagnino has tried to improve the situation with the devaluation of the peso and rigid currency controls, but an extraordinary 17-tier fixed exchange rate against the dollar has been bitterly criticised by commerce.

Amid all this economic misery, it is perhaps hardly surprising that some Argentines wish the nation was still at war with Britain. About 1,000 militant nationalists met on Thursday night to demand the renewal of hostilities "for the reconquest of the Falklands."

But, while there is no lessening of Argentina's belief in its sovereignty over the islands, there is little appetite for further warfare.

12,000 SHELLS IN *D. Teleg' 12.8.82* 12 HOURS BROKE ARGENTINE WILL

TWELVE THOUSAND shells were fired at the Argentines in the final 12 hours of the Falklands campaign. Lt-Col Tony Holt, C.O of 4 Field Regt., Royal Artillery, said yesterday.

Col Holt had flown back to RAF Brize Norton with 125 of his gunners, and spoke of the terrifying barrage that shattered enemy morale and led to the Argentine surrender.

"In the last 12 hours in front of Port Stanley I had 12 105mm guns of my own and 18 similar guns from 29 Commando, and the Navy had their 4.5in guns off-shore," he said.

"We put in 12,000 shells, completely saturating the enemy positions and apparently forcing them into submission.

'Fantastic noise'

"It was a quite fantastic noise, a noise I have never heard before. I would not like to have been on the receiving end. It must have been a continuous whistle and crump as the shells landed.

"The Argentines said their reason for surrendering was because they couldn't stand any more shelling."

The mobile Argentine batteries were destroyed, but the enemy also deployed three large 155mm guns from an area surrounded by housing in Port Stanley.

"That made it impossible for me to fire back for fear of causing civilian casualties," said Col Holt.

12 miles away

His guns were sometimes firing at targets 12 miles away, relying on forward observers who were monitoring the results from close range.

"Some of them were so close at times that they even ended up throwing hand grenades at the enemy at Goose Green," he said.

Reflecting on the role of the gunners, he added: "They were magnificent and working flat out. Many were totally exhausted. Don't let anyone criticise the young people of this country again."

Most of the 125 gunners come from North-East England, and the Mayor of Sunderland, Councillor Joe Hall, laid on a treat for all of them as they left the plane.

They were given cans of Sunderland-brewed brown ale, large portions of locally-made pease pudding and stottie cake, and an exact replica of a mug handed to gunners returning from the Boer War.

AIRLINES SEEK *D. Teleg' 12.8.82* FLIGHTS INTO FALKLANDS

Two British airlines have applied to the Civil Aviation Authority for licences to fly into the Falklands.

One, British Atlantic Airways, was formed two months ago by Mr Randolph Fields, 29, and by Capt. Alan Hellary, former flight operations manager, Laker Airways, who said: "We are still negotiating for a plane, but hope to run two services a week from Gatwick, one to New York, one to Port Stanley."

The other airline is British Air Ferries, Southend, whose chairman, Mr Michael Keegan, said: "We believe the Falklands' air links with Argentina will not be acceptable and decided to try to offer an alternative service in conjunction with Chile's national airline."

Proud of regiment

"We feel very proud of the regiment, and there will be a civic reception for them in the autumn," said Councillor Hall.

Apart from sappers still clearing mines in the Falklands, the gunners were the last major unit from the original Task Force to return.

They had thought they might be forgotten, but the welcome from relatives and friends showed they were not.

Derek Dixon, 18, from Hartington Terrace, South Shields, Tyne and Wear, said: "I just remember all the hard work. We were on the go all the time, firing and then moving all the equipment forward."

Brian Haley, 25, of Plains Farm, Sunderland, spoke of weeks of waiting for the flight home. "Every time anybody else came back we always seemed to be the ones left waiting," he said.

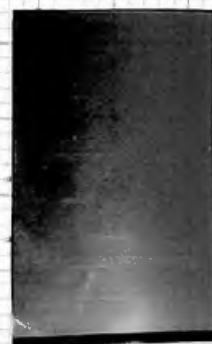
"Three or four times they told us we would be going any day, but it always fell through. Now it is marvellous to be home again. The welcome was 'fantastic.'"

Waddington welcome

Royal Artillery soldiers also flew back to a heroes' welcome at RAF Waddington, near Lincoln, yesterday.

More than 100 men from T Battery, 12 Air Defence Regt, based at Kirton in Lindsey, near Scunthorpe, were greeted by more than 500 relatives and friends, some of whom had travelled hundreds of miles for the reunion.

T Battery shot down 13 Argentine aircraft during the Falklands campaign.



'D. Teleg.' 12.8.82



A drop of strong Geordie ale and a commemorative mug for Lt-Col Tony Holt yesterday when the Commander of the Fourth Field Regiment of the Royal Artillery returned from the Falklands with his men, many of whom come from the North-East. Welcoming the colonel at RAF Brize Norton are the Mayor of Sunderland, Councillor Joe Hall, and his wife Jean.

PICTURE: ANTHONY MARSHALL

PICKING THE MEN FOR MEDALS

D. Teleg. 12.8.82

LIEUT-COL Mike Scott, commanding officer of the Second Battalion, Scots Guards, said yesterday that his most difficult task in the Falklands was deciding who he could leave out in recommending medals for bravery in the battle for Mount Tumbledown.

His first day at home after the tremendous welcome for the battalion at RAF Brize Norton on Tuesday was filled with the knowledge that his unenviable task as commanding officer had been to choose between degrees of courage of the highest magnitude, he said.

The taking of Tumbledown was the first infantry assault in the Falklands campaign by troops other than the special forces who had achieved so outstanding an initial victory at Goose Green and Darwin, against superior odds.

The responsibility for the Guards to succeed was even greater, because to have been left exposed on Tumbledown at daybreak would have meant at least ordering one company to withdraw; and the effect on the morale of the Argentine garrison could have changed the course of events.

"When I wrote to the families of our dead, I made this very point, that the sacrifice on Tumbledown had saved many lives because our victory was followed immediately by the surrender of the Argentine garrison," Col Scott said.

Experienced troops

The Guards had encountered experienced troops of the Argentine 5th Marine Battalion who were entrenched in machinegun nests and foxholes.

The 12-man company that led the opening diversionary attack to the south was ambushed with two Guards killed and 10 wounded. The battalion was pinned down for six hours by 155mm guns at Port Stanley and from machinegun fire.

But the Guards knew that they had to succeed: in the subsequent assault, they lost seven more dead and 33 more wounded, including two killed when enemy gunfire was brought down on stretcher parties.

Every man who took part in that assault deserves recognition for his courage, Col. Scott said.

Col. Scott answered questions about Guardsman Philip Williams, 18, who was found alive six weeks after being listed missing presumed dead at Tumbledown. Some of the questions were sceptical but Col Scott confirmed that there was no question of any disciplinary action.

"I spoke to Guardsman Williams just a couple of days ago," he said. "I think he was certainly confused, like a lot of people who went through the traumatic experience of full-scale battle. He was a member of a stretcher party with 'G' Company, which led the attack on Tumbledown.

'Kept his head'

"He got separated during the night; it was a bloody night with the weather as well, sleet and snow and the darkness. He spent three days on a neighbouring mountain and very sensibly kept his head and survived.

"Eventually he found his way to shelter in Port Harriet House, which had been used as a base by the Guards. There he found food and discarded equipment. When the food ran out, he made a final effort and reached Bluff Cove, the settlement where the Guards had waited, preparing for the attack on Tumbledown.

"His food had run out and he made contact with Mr Kevin Kilmartin, one of the settlers and a former London barrister, who immediately realised the situation and contacted us.

"The official result of an inquiry, May I add it was a low level inquiry is that there is absolutely no problem and I am very happy with what Guardsman Williams has done and that he got through with his very limited experience. —>

D. Teleq. 11.8.82

WORST FALKLAND BURNS CAUSED BY SYNTHETIC WEAR

A REPORT by Naval medical specialists on casualties from the destroyer Coventry, sunk by Argentine bombs, shows that burns were far more severe among men wearing new-style overalls and working dress made largely from synthetic fibres.

Yet, despite similar lessons learnt from the attack on the Coventry's sister ship, Sheffield, on May 4, it was not until June 8 that the first of 15,000 replacement cotton overalls were on their way to the Task Force.

Answering a question that day in the Commons, the Under-Secretary for Defence Procurement, Mr Pattie, said that "fire-resistant coveralls have been supplied for all Fleet personnel in the South Atlantic."

Burns among members of the Coventry's crew would have been even higher had not her commanding officer, Capt David Hart-Dyke, told them to wear as much clothing as possible to retain body heat if they had to abandon ship.

Burns lessened

This extra clothing did much to lessen flash burns.

Capt Hart-Dyke himself suffered facial flash burns because it is impossible to use a voice radio efficiently while wearing the present anti-flash protective hood.

For years the Navy's fire-fighting and damage control school, HMS Phoenix at Portsmouth, had pointed out the possible dangers of using man-made fibres in new overalls, but the Joint Services Clothing Research Centre at Colchester claimed that there were no serious risks.

Before the Falklands crisis a British manufacturer who visited the centre to try to sell a fire-retardant material woven into overalls was told they were too expensive for purchase in large numbers for warship and Army tank crews.

American sales

He has now sold thousands of the overalls for all American Army tank units.

But failure of the Defence Procurement Executive to react to warnings about both synthetic materials for overalls and mattresses in warships is not the only criticism in the Services of the executive.

The Procurement Executive was set up to serve as a bridge between the Services and their suppliers in industry, but in the Falklands crisis laid-down procedures for ordering equipment had to be swept aside in the interests of swift delivery.

D. Teleq 13/8/82

FALKLANDS TENSION RENEWED

By TONY ALLEN MILLS
in Buenos Aires

THREE incidents between British naval vessels and Argentine fishing boats off the Falkland Islands have introduced new tension in the South Atlantic.

The incidents, which were reported by the Argentine navy on Wednesday night, all involved breaches of the 150-mile protection zone that Britain established after it was recognised last month that hostilities had ended.

Argentine Press reports yesterday made it clear that, in at least one of the cases, the captain of the offending vessel was fully aware that he was fishing inside the zone.

There is now concern among foreign observers in Buenos Aires that Argentine vessels have begun to breach the zone deliberately to test Britain's reaction.

U.N. debate

It is feared that Argentina may be trying to provoke the British Navy into using force against unarmed fishing boats—a state of affairs that Buenos Aires might be able to turn to its advantage in the forthcoming United Nations debate on the Falklands.

The first of the three incidents involved the Argentine fishing boat Arengus, a West German-built vessel carrying a crew of 70. On Thursday of last week it was spotted by a patrolling British warship and was escorted from the protection zone after an hour-long radio conversation between the two captains.

According to the Argentine navy, the other two incidents involved the fishing boat Api II, intercepted last Tuesday, and the Userbill, intercepted early on Wednesday.

Lonk
"It is very easy to get separated. When he got back to civilisation, if you can say that, he was tired, very dirty and very confused. He could not find a map but he made a supreme effort to get back."

Guardsman Williams said last night that he had no intention of quitting the Army.

Guardsman Williams was relaxing over a fishing rod, 400 yards from his council house home at St Wilfreds Park, Halton, Lancashire, where he had celebrated his return home with family and friends into the early hours of yesterday morning.

Guardsman Williams was being openly chaperoned by an Army Press officer. The Scots Guards regard his case as a sensitive one, and are anxious that "after the confusion of what happened in the Falklands" he does not speak freely yet of his experiences.

The Guards maintain that Guardsman Williams was found after his ordeal "in a confused state."

Argentines wait for Exocet delivery as Paris lifts embargo

D. Teleg. 12.8.82

By TONY ALLEN-MILLS in Buenos Aires

THE French decision to lift its embargo on arms sales to Argentina has been welcomed in Buenos Aires as a significant first step towards re-equipping and strengthening the armed forces following the Falklands debacle.

A most important consequence is that Argentina now expects early delivery of nine Super Etendard warplanes armed with Exocet missiles.

The decision to lift the embargo was announced in Paris two days ago.

Super Etendards armed with Exocets sank the destroyer Sheffield, 3,500 tons and the container ship Atlantic Conveyor, 14,946 tons, in the South Atlantic.

Positive plans

Some military sources in Buenos Aires said yesterday that the planes, which were ordered in 1980, could arrive in Argentina as early as next month. They are due to be based on board the aircraft carrier Veinticinco de Mayo, 15,892 tons, which was bottled up in home waters by British submarines during the Falklands war.

The French evidently feel there is no danger of a renewed outbreak of hostilities in the South Atlantic. And in Buenos Aires, apart from a tiny minority of ultra-nationalists, few display any stomach for further aggression.

But just as the British forces are studying the lesson to be learned from the war, so the Argentine military is trying to retrieve some positive plans for the future from the wreckage of its campaign.

President Mitterrand's decision to commit such a strengthening of Argentina's weaponry caused considerable surprise in Buenos Aires, where the military appeared to have resigned itself to a long spell of isolation from European arms markets.

Both ventures

Argentine newspapers have been busily examining France's possible motives in lifting its embargo and two theories have emerged.

First, France is in the running for a huge contract to build a hydro-electric plant on the Parana River at Yacyreta. But although the French tender was considerably cheaper than that of a rival Italian consortium, economic commentators have speculated that Italy would win the contract because of its marked reluctance to back Mrs Thatcher over the Falklands.

Secondly, the giant French industrial group Saviem Creusot Loire is discussing with Argentina the possibility of building a factory in Buenos Aires to make French-designed armoured vehicles. Several newspapers have commented that France's chances in both ventures have been improved by the arms decision.

Military sources in Buenos Aires also envisage new arms deals with France. And, ironically, some of these may come at the expense of British manufacturers.

Biggest problem

Argentina's biggest military problem is undoubtedly its out-of-date Navy, which proved utterly ineffective during the Falklands war. Modernisation of the fleet had already begun when the Falklands were invaded, and four new Mekko-class destroyers, six frigates and several submarines were planned.

Rolls-Royce was due to supply turbines for the destroyers and for several West German-designed frigates being built in Argentine yards.

British electronic systems were also due to be installed in several of the ships, and there are now grave doubts about the future of these contracts. The main problem in Buenos Aires will be how to pay for any new orders.

D. Teleg. 12.8.82

BRITISH REACTION 'A disappointment'

OUR DIPLOMATIC CORRESPONDENT writes: The Foreign Office does not believe there is any immediate risk of France supplying Argentina with sophisticated weapons such as Super Etendard aircraft and Exocet missiles.

Assurances on those lines were given to the British Government before Monday's decision by France to lift its embargo on arms sales to Argentina. The French told British officials that Argentine requests for arms would be considered on a case-by-case basis in the light of the situation.

The decision is nevertheless a disappointment to Britain and the French have been told as much. The embargo was lifted despite strenuous British objections. Basically, the French decided that the British exaggerated the danger of a resumption of hostilities.

While the French assurances are some comfort to the British, it is unclear for how long they will hold good. The French may be tempted to cash in on the reputation earned by the Super Etendard and the Exocet.

Britain would like to keep Argentina in military quarantine until there are explicit guarantees that any further attempt to obtain the Falklands will be limited to diplomatic means.

Other members of the European Community are maintaining their arms embargoes, including West Germany, which has supplied submarines to Argentina.

UNKNOWN DEAD HONoured

D. Teleg
14.8.82

By CHARLES NEVIN
in Port Stanley

THE sad regret of a piper's lament rose in the wind as it whipped down the side of Mount Longdon and the mist began to close.

Cpl Archie Lindsay of the Queen's Own Highlanders was honouring the unknown Argentine soldiers whose bodies had only just been recovered on Mount Longdon and buried near where they fell.

Bad weather and the danger of mines, booby traps and ammunition had hampered the search for the last of the Argentine dead, on Mount Longdon and nearby Tumble-down Mountain, scenes of the fiercest fighting of the war. The 3rd Bn the Parachute Regiment took Mount Longdon on Saturday, June 12, during the British assaults which also secured Two Sisters and Mount Harriet for the loss of 23 men.

Volunteers from the Queen's Own Highlanders had carried out the burials and a detachment accompanied by the Rev John Dailly, their chaplain, and Monsignor Daniel Spraggon, Stanley's Roman Catholic priest, made their way from a helicopter to the graves marked with a wooden cross and the legend: "Unknown Argentine R.I.P." where 14 lie.

None of the dead had been carrying identification tags. Mgr Spraggon and Mr Dailly shared the service. The small, cold group of mourners sang "The Lord is my Shepherd," their voices snatched by the wind across the empty crags and moors.



Divers take vital gear from sunken Task Force ships

D. Teleg. 14.8.82

By DESMOND WETTERN Naval Correspondent

WORK has begun on raising re-usable equipment and destroying anything that might be of value to foreign powers on board the container ship Atlantic Conveyor and the missile destroyer Sheffield sunk during the Falklands campaign.

Similar salvage work is planned for the Sheffield's sister ship, Coventry, and the frigates Antelope and Ardent, though all three are relatively safe, having sunk closer inshore.

It is understood that the Atlantic Conveyor, in particular, has valuable equipment on board, including several helicopters.

Anything that cannot be removed from the wrecks but which could be of interest and value to a foreign power is to be destroyed, divers have been ordered.

Poor conditions

Ships' safes, in which highly classified books and documents are normally kept, will be particularly important for the divers to recover as it is doubtful if in several of the ships there was time to carry out the laid-down destruction procedure.

The salvage operation, in

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view of the poor sea and weather conditions at this time of the year, is likely to take many months.

This is the reason why the United Towing salvage tugs Salvageman, Irishman and Yorkshireman have had their crews, rather than the ships themselves, brought home and replaced.

Work praised

At least one of the Task Force's four requisitioned off-shore oil rig support and maintenance ships, the Stena Inspector, has a "moon pool" or hole in the bottom through which diving chambers can be lowered and raised even in quite severe weather.

The work of the four ships, each of which has a party of skilled naval engineering officers and ratings on board, has been highly praised by the crews of warships damaged in action for the swift repair work they carried out.

BBC filmed one hour of fighting

'D. Teleg' 14.8.82

By PETER KNIGHT

ALTHOUGH the BBC had over 450 hours of film from which to compile their eight-part series on the Falklands campaign there was only just over one hour of film of fighting.

When this was edited into presentable form, less than an hour remained, and all of it was included in the series, which took up four hours on television.

Mr Duncan Herbert, chief picture editor on the series, said yesterday: "Of course, you have to realise that the 450 hours included all the film from Buenos Aires, as well as that taken on the voyage out to the Falklands.

"But in the series, we used

as much film of the actual fighting as we had."

Mr Herbert emphasised that there were only two camera crews in the Falklands, where ideally they would have liked many more.

Worked hard

The Ministry of Defence allowed them to send one on Hermes and one on Canberra.

He said: "Other wars you see on television are soaked with camera crews, so of course you get a lot more of the actual fighting.

"Both our crews worked very hard, and were moving all over the place to get as much as they could.

"But apart from having just the two camera crews, another difficulty was that a lot of the action on the islands, for ex-

ample the action involving machine-gun attacks, tended to take place in the middle of the night when it was pitch dark and impossible to get pictures.

"You also have to understand that camera crews lugging their equipment about would not be particularly welcome with units taking part in sneak, surprise attacks.

"The troops would certainly not have welcomed the crews in the intense fire which took place in the mountains outside Port Stanley, and as most of this action was at night, there would have been no point in the crews going anyway."

He said the Goose Green action also took place at night, so the crews had to be satisfied with filming the aftermath of the battle.



D. Teleg. 14.8.82
Brazil base
refuels RAF

By JOHN MILLER
Diplomatic Staff

THE Foreign Office played down reports yesterday that Brazil was allowing RAF Hercules transport aircraft to use a base en route to the Falklands.

Brazil has made available a mainland base, allowing the RAF to discontinue expensive mid-air refuelling on flights from the Ascension Islands.

It was also seen as a major diplomatic snub to Argentina, and underlined Rio de Janeiro's efforts to improve Anglo-Brazilian relations, impaired by the Falklands conflict.

But the Foreign Office went out of its way to dismiss the new link as an "ad hoc arrangement." It echoed the Ministry of Defence in declining to give details of the flights, their frequency, or naming the base being used.

It was stressed that the planes refuelled in Brazil were carrying "non-military goods," such as fresh fruit and vegetables.

Pressure feared

Whitehall's nervousness about the disclosure of the flights was understood to be related to fears that Argentina would promptly bring pressure on Brazil to halt them.

But although Brazil officially backed Argentina during the Falklands fighting, it did nothing to complicate the British military operation, and even released an RAF Vulcan bomber forced to land at a Brazilian airport because of engine failure.

It was not ruled out last night that Chile was also signalling to Britain that it would facilitate flights to the Falklands if a request was made.

The Chileans were strictly neutral during the Falklands war, although they intimated they opposed the Argentine invasion and would, if asked, give "safe sanctuary" to British aircraft.

D. Teleg. 14.8.82
RETURN OF
ANOTHER
SUBMARINE

Yesterday the *Courageous* became the third submarine to return to her home base on the Clyde from the Falklands without mishap.

Cdr Rupert Best, 39, captain of the *Courageous*, said the vessel's main rôle was to operate the total exclusion zone round the Falklands and thus prevent any Argentine reinforcements reaching the islands.

He would not specify in which actions the submarine was involved during a three-month underwater patrol and would not say whether the *Courageous* had come under attack from depth charges or had fired any torpedoes.

Argentina uses clash on fishing
D. Teleg. 14.8.82
to gain sympathy

By TONY ALLEN-MILLS
in Buenos Aires

ARGENTINA is to make formal protest to the United Nations about the Royal Navy's recent interception of three Argentine fishing vessels inside the 150-mile protection zone round the Falklands.

A Foreign Ministry statement issued in Buenos Aires on Thursday night accused Britain of "violating Argentine territorial integrity in waters under its jurisdiction and preventing the carrying-out of the fishing boats' legal and peaceful activities."

The statement also said Argentina would hold Britain responsible for "any future incident"—a warning that did little to allay the concern of those in Argentina who feel Buenos Aires may try to provoke British warships into using force to remove unarmed fishing

boats from the protection zone.

Argentina is pinning its hopes of forcing Britain to negotiate over the Falklands on the outcome of a United Nations debate due to start later this year.

It is thought in Argentina that clashes between British warships and Argentine fishing boats might be used to increase sympathy for Buenos Aires from Third World and other Latin American countries.

'Vain attitude'

Argentine fishing companies have complained that their catches, principally of hake, have been affected by their inability to fish in the waters round the Falklands.

They are also angry that the British have reportedly allowed

around 100 foreign fishing vessels, including Japanese and Polish ships, into the protection zone.

Senor Juan Aguirre Lanari, Argentine Foreign Minister, said before departing on a visit to Venezuela that the recent incidents "demonstrated once again the vain attitude of England, which is just tightening its hold on a possession that doesn't belong to it by right."

He added: "It is one more element for the international community to know where lies force and where lies right. Acts of this type make it absolutely impossible to open negotiations, something that Great Britain is refusing to do."

Argentina also intends to complain about the incidents to the Organisation of American States.

Argentina asks UN to
Times
17.8.82
act on Falklands

New York, (Reuter) — Argentina and 19 other Latin American states yesterday submitted the Falklands question to the agenda of the United Nations General Assembly session opening on September 21.

They said in a letter to Señor Javier Perez de Cuellar, the Secretary-General, that the Assembly should call on Britain and Argentina to renew negotiations as soon as possible under United Nations auspices to settle their differences about the islands.

The signatories, all foreign ministers, described the islands as a colonial issue of grave concern to all Latin America. They wanted a peaceful solution to the

sovereignty dispute. The General Assembly was the appropriate forum to raise the matter.

The countries involved in the move are: Argentina, Brazil, Costa Rica, Bolivia, Colombia, Cuba, Ecuador, Mexico, Panama, Peru, Guatemala, Honduras, Nicaragua, Paraguay, Dominican Republic, Haiti, Venezuela, El Salvador, Uruguay, and Chile.

Later this week the General Assembly's Special Committee on Decolonization is expected to hear statements by members of the islands' Legislative Council, which seeks self-determination for the territory.

UGANDA REFIT

The Falklands hospital ship *Uganda* docked in North Shields yesterday for a seven-week conversion back to her rôle as an educational cruise ship. P & O hopes she will be cruising in the Mediterranean by the end of next month.

CELEBRATION
D. Teleg. 14.8.82
MARCH

More than 350 men and women from the Navy, the Marines, the WRNS, and the Royal Corps of Transport are to take part in a celebration march through Portsmouth soon after the aircraft carrier *Invincible* arrives back from the Falklands.

The March is to take place on Sept 21, and civic leaders said it would be a tribute to all those who took part in the war.

PLANS FOR
D. Teleg. 14.8.82
FRESH
AIRPORT

By CHARLES NEVIN
in Port Stanley

BRITAIN has decided to build a new civilian airport in the Falkland Islands rather than concentrate all traffic on the one outside Port Stanley, reliable sources reported.

A team of surveyors will shortly begin work on the final siting of the new airport, between Stanley and Fitzroy, 17 miles to the south-west.

It will be provided with a runway long enough to be able to take long-haul jets on the final leg of international flights.

Britain's decision will be applauded by the islanders, who have long argued that access for medium- and long-haul jets is a necessity for economic development and political security.

£12m cost

Previously, the Argentine State airline, *Lade*, operated a weekly turbo-prop flight to Stanley from Comodoro Rivadavia.

The Shackleton Report in 1976 recommended that Stanley airport should be extended to accommodate long- and medium-haul flights.

It concluded that without it "there is a strong doubt whether tourism, fisheries and other diversifying industrial potential, would be realised to any significant degree."

No estimate for the cost of the new airport is available, but Shackleton's figure for the Stanley extension was recently revised from his original £4,000,000 to more than £12,000,000.

Mocking patriotism is not enough

"TALK of national honour and unity is tripe." Thus writes one of the authors whose views about the Falklands are collected in a new book published yesterday.

Not all the authors opposed the war, but most did. And even those who supported it have nothing to say about that aspect which interested me most: the intensity of the patriotic reactions aroused in the hearts of ordinary people. In their introduction to this book, its editors justify asking authors for their views on the grounds that they tend to be people of imagination — unlike mere journalists and politicians. So one might suppose. But in that case, why were their imaginations so little stirred by events which most of us less imaginative mortals felt so deeply?

Until quite recently poets, and creative writers generally, from Shakespeare downwards, found patriotism a very rich vein of inspiration; one that inspired them to heights of eloquence matched only by human love itself. Nor is this at all difficult to understand, since it is an historical fact that love of country has elicited more deeds of selfless heroism than any other cause. "If England lives, I die content." "England, My England, what have I done for Thee." Such sentiments are none the less real for sounding corny. For most individuals, intimations of immortality are associated inescapably with the thought that what little they have done on earth is rendered less insignificant by being part of some grander process stretching into the past and the future — a process only imaginable in terms of nation or country, land of our fathers, and so on.

Ideally perhaps, acons hence, the cause of all humanity, or the entire world, could eventually take the place of nation or country. But again realism should teach us that such utopian futuristic hopes stir most imaginations — and this is particularly true of the very greatest literary imaginations — far less powerfully than nostalgic memories about a golden past. With true genius it has always been dreams of restoration, rather than dreams of evolution — still less revolution—which have inspired their greatest work.

Many of the authors whose views appear in this latest book complain contemptuously about what they describe as the "cheap jingoism" of the popular Press. That would be a fair complaint if they themselves had seen fit to articulate what ordinary people were feeling in finer poetry and prose, as Tennyson, say, or Kipling were once only too proud to do. Nature abhors a vacuum, and if a nation's poets remain silent during periods of national crisis, how can they justifiably complain at the

By Peregrine
Worsthorne

attempt of lesser mortals to fill the gap? "Up yours, Galtieri" lacks poetic distinction; does far less than justice to popular emotion; even degrades it. But it is inevitable that when the torch of patriotism gets spurned by the sensitive and cultured, it should fall into the hands of vulgar philistines.

No, this is not to suggest that opposition to the Falklands war was necessarily wrong, or to deny that there may be good arguments for supposing that the whole operation may have been imprudent. And obviously a pacifist has every reason to disapprove on principle as well. Nothing wrong with that. The wrong lies only in the failures of the contemporary literary imagination—as exemplified in this book—to penetrate to the heart of the matter. How could so many of them live through that period without sensing the almost tangible resurrection of Britain as a moral force; as a community with a proud idea of itself, for which individuals were prepared to die? For so many ordinary people it was an ennobling experience, even a religious one, transcending anything which they had ever felt before. For the first time they were conscious of belonging to something larger than themselves—other than a football club—something greater and immeasurably more significant.

Sceptics may say that all wars have comparable effects, which is not sufficient reason to approve of them, since the harm they do outweighs the good, particularly in the nuclear age. In

the case of the Falklands war, however, the harm surely was inconsiderable, a relatively small price to pay for national regeneration, for a restoration of national pride. When I say this, it means nothing; sounds like empty bombast, because only poets can transform platitudes into truths; put such experiences into language that defies mockery.

That is why the refusal of contemporary poets to do any such thing is such a crime: because it deprives the dead and the living, the whole nation, of a moral legitimacy that only artistic genius can confer; of a permanent monument that only the muses can create. Heroism fades unless it is memorialised by art, and brave deeds do not for long speak for themselves. Without Shakespeare the glories of England would have long since faded, denying the nation a unique source of inspiration down the ages. Pity the people whose poets have the opposite of the alchemist's touch, and

use their art to turn the nation's gold into dross; gilt into guilt.

After the clerics come the writers, united by their refusal to honour the Falklands victory, the one lot as blind as the other to an ennobling national experience the virtuous significance of which seems to have entirely passed them by. So neither in its imagination, nor in its spirit, does the nation receive the reward it has the right to expect. It might just as well have carried on with bingo for all the credit given by those claiming to be keepers of the nation's conscience who seem no less inclined to dismiss wartime patriotism as "mindless jingoism" than they were previously inclined to dismiss peacetime enthusiasm for consumer goods as "mindless materialism."

Democracy indeed! Whatever the people feel strongly about is always judged to be wrong. If they put the interests of their own family before the interests of other families, they are censured for lacking a proper concern for the nation as a whole. But no sooner do they show signs of wanting to put their own nation first than they are censured for not thinking enough about humanity at large. Individualism is wrong; so is nationalism; imperialism, of course, even worse. The only approved Holy Grail nowadays is internationalism, which leaves Leftist writers and clerics feeling superior, since only they are in the least interested in its pursuit.

★

But of what use is a Holy Grail that means absolutely nothing to ordinary people? Patriotism does still mean something. During the Falklands war a wholly new generation experienced the excitement and satisfaction that comes from a communal endeavour: from service to a cause. War does have this effect; brings home to the individual, as Orwell put it, "that he is not only an individual;" that he is also part of something more important, for which he may be expected to die.

One might expect socialist authors — not to mention Christian clerics — to appreciate the value of this experience, since so many of their domestic ideals depend for their realisation on precisely such a spirit of corporate solidarity and commitment. Far from being contemptuous of the Falklands spirit, they should be bending every effort to prolong it, as their very best evidence against Mrs Thatcher's faith in individualism and *laissez faire*. During those traumatic weeks the State was seen at its very best, organising a great venture successfully, working with the grain of popular sentiment, instead of against it, demonstrating its capacity for effective action; doing all the things that Mrs Thatcher says it cannot do.

Not much talk during the Falklands war of "standing on your own two feet." At such

times the approved slogan is "all for one and one for all." Why, then, this reluctance on the part of so many Christian clerics and socialist writers to see the Falklands spirit as a vindication of, and a buttress for, so many of the values which they hold most dear, and as, in many ways, a denial of, and an embarrassment for, so much for which Mrs Thatcher stands? Because they think "talk of national honour is tripe" and would rather be caught stealing from the poor box, as Orwell said, than singing the national anthem.

There is a terrible divorce here between the nation's head and heart; between its intelligence and its emotions. Those whose duty it is to articulate the feelings of the nation no longer share them. When the nation feels proud, they feel only shame. For them even socialism loses its savour when tainted by nationalism. For Tories it is the other way round. Even socialism becomes excusable when in the service of nationalism.

Patriotism is the poetry of the people, which is why, for all his absurdity and out-of-date-ness, Colonel Blimp still remains a more authentically British figure than any trendy cleric or Leftish author . . . and his reactionary prejudices a truer source of virtue than the most forward-looking sermon or progressive work of literature. And so it will remain until those born with the gift of tongues deign once again to speak a language that can stir men's hearts and move them to heroic action — instead of confusing their minds and paralysing their wills — half as well as tunes of glory.

On patrol, to kill the Times injured animals

16.8.82 From Tim Jones, Port Stanley

Army snipers operating from helicopters hovering low over minefields are killing animals horribly injured by vicious and undetectable anti-personnel mines. The operation is a sickening, but necessary, aftermath of the war in the Falkland Islands.

Thousands of sheep have been killed by the mines but cows and horses usually survive to face a long and cruel death as they drag themselves around on three legs.

Their owners, imprisoned by mines, can do nothing but despair and count the cost. Working in pairs and flying only 10 ft from the ground, army helicopters attempt to drive the fit animals away from the minefields.

It is a bizarre round up as the pilots, displaying astonishing skill, hover, twist and turn to stampede the frightened animals towards safer pastures.

The injured animals are separated from the main herds and killed by a single shot from a high velocity L42 standard British Army sniper rifle.

Bewildered and hungry, calves return when the helicopters have gone to try to suckle milk from their dead mothers. Overhead huge black turkey vultures hover waiting to gorge on the carcasses.

For Mr Claud Molkenbuhr, his wife Judy and their son, Lee, aged eight, the mines have destroyed the dreams of a lifetime. After 26 years as a shepherd he achieved his ambition of owning his own place when he bought the Murrell farm on April 2, 1980, exactly two years before the Argentines invaded.

At 10,000 acres and with only 3,000 sheep the farm is small by Falkland standards but it includes beautiful white sand beaches where sea lions and penguins breed and play. Those beaches are now death traps, but the animals try to return to them for round the shores the best pasture land is found.

One of the Gazelle helicopters of the 657 Squadron Army Air Corps was piloted on the latest cull by Major Anthony Stansfeld and the other by Staff Sergeant William Couper. Travelling with them were Major Brian Thompson, the task force vet, and the sniper, Sergeant Major Ronnie Hadie, of The Queen's Own Highlanders.

Animals which cannot survive are identified by Major Thompson and a minute or two later Sergeant Major Hardie has done his work.

After killing 15 cows and one horse, Sergeant Major Hardie said: "I find this work extremely distasteful but it is a necessary evil, I suppose."

Major Thompson said: "We are doing this to be humanitarian. Without us the animals would face a long and painful death. One problem is that the Argentine soldiers tore up fencing to use for firewood so the animals can wander all over the minefields."

During the occupation the Argentines occupied the Molkenbuhr farm and left their vindictive trade mark before fleeing. The words "English whore" have been sprayed on the walls in every room. Just for amusement they riddled the rooms with bullet holes and used the kitchen floor as a lavatory.

They stole sheep shearing trophy cups and jewelry including Mrs Molkenbuhr's engagement ring. When the helicopter landed Mrs Molkenbuhr, a prisoner in her isolated little palace, was baking cakes in her peat stove. Of the Argentines, she said: "I never want to see them again."



Repairing Port Stanley runway. Times 16.8.82

'Times'
16.8.82



Captain Nicholas Barker waving from the bridge of the Endurance at Chatham. Photograph: Harry Kerr.

Triumphant return for HMS Endurance

The ice patrol ship HMS Endurance lived up to her name yesterday as she sailed proudly into Chatham Harbour after a tour of duty in the Antarctic that lasted more than 10 months (Rupert Morris writes). It included a vital role in the recapture of South Georgia, a role that persuaded the Ministry of Defence to save her from the scrapyard.

Captain Nicholas Barker, the ship's captain, who had radioed several warnings of the impending Argentine invasion of the Falklands, said he regarded operations leading up to the invasion as "sub judice", but he had not yet been invited to give evidence to the inquiry.

He said he would be leaving the ship within a month or so but that had nothing to do with any controversy over invasion warnings.

"This is a day of great pride for us", he said, "and I don't want to be involved in the politics of the situation."

"The spirit of the Shackletons has been with us and the crew have been magnificent. They are

mostly volunteers for this ship and they were due to come home in May."

One of the first visitors on board the ship yesterday as she steamed the last few miles into Chatham was Lord Shackleton, son of Sir Ernest Shackleton, the explorer, whose ship also called Endurance, was crushed in the Antarctic ice in 1914.

On that occasion the crew escaped by rowing boat to Elephant Island, from where Sir Ernest made an epic 800-mile journey to South Georgia. The rest of the crew were rescued. Sir Ernest died in a later expedition and was buried at Grytviken.

Lord Trenchard, Minister for Defence Procurement, also stepped on to the Endurance to congratulate her captain and crew.

A flotilla of small boats from the Medway towns provided an escort while on shore the band of the Royal Marines played "Congratulations", "Rule Britannia" and other suitable tunes, firemen's hoses threw up multi-coloured sprays, balloons were released, a

frigate hooted a welcome, helicopters flew over and thousands of relatives and well-wishers cheered.

The Endurance landed troops on South Georgia and later rescued British scientists and Miss Cindy Buxton and Miss Annie Price, the wildlife film makers.

Normally equipped with a single light gun, the Endurance fired a guided missile in anger for the first time when helping to cripple the Argentine submarine Santa Fe off the whaling station at Grytviken.

Among her less publicized actions was the recapture of Southern Thule, which took place in a blizzard amid pack ice and with the temperatures 52C below zero.

Another fortunate escape was revealed yesterday by Lieutenant David O'Connell, mines, warfare and clearance diving officer, who said that the Argentine commanding officer had told them to land where troops were ready to surrender, but a trap has been prepared. The figure H painted on a helicopter landing strip was to lure them into a minefield.

SLAUGHTER OF *D-Teleg 16.8.82* THE INNOCENTS IN MINEFIELD

By Maj-Gen. EDWARD FURSDON
*Defence Correspondent, on the Murrell Peninsula
in the Falklands*

THE look on the brown-and-white speckled calf's face was bewildered, lost and pathetic, as it nuzzled its suddenly inexplicably motionless mother's body.

She was one of 15 cattle and a horse which had just been shot dead by a Queen's Own Highlander marksman, all having lost legs when they stepped on Argentine anti-personnel mines.

It was one of the most distressing afternoons I have ever spent.

The shots came from an Army Gazelle helicopter piloted by Staff Sergeant Bill Couper. The helicopter also contained Major Brian Thompson, Royal Army Veterinary Corps—the force vet—from Melton Mowbray, Warrant Officer Class Two Ronnie Hardie, from Caithness, with his sniper's 7.62mm L42A1 rifle, and the farmer, Claude Molkenbuhr, from Murrell.

I was in an accompanying Gazelle piloted by Major Anthony Stansfield, OC 657 Squadron Army Air Corps.

The beautiful sandy Kidney Cove, and others below Mount Low on the Murrell Peninsula, together with the better pasture edging them, had been callously and indiscriminately sown with unmarked mines by the Argentines, quite contrary to all conventions.

Although the mines had been individually buried, there was no perimeter wire to identify the area or restrict the animals. They were only discovered by observing from the air, the dead and injured animals.

Flying scout

Our helicopter's job was two-fold. First we acted as scout, flying at very low level around the peninsula, and coming slowly up to each cow and horse we could find, to see if it was sound of limb.

Time and again, a pathetically maimed animal tried to hobble away on its three legs, the other stump infected, puffed and swollen—or with the bone showing.

In a magnificent herd of 10 semi-wild horses galloping along with us and showing no fear, one lovely roan with flowing mane, one lower leg missing, gallantly tried to keep up. We reported our finds for the other helicopter to take action.

Our second task was to act as aerial "cowboy" and, by twisting, turning, sweeping around and hovering quite still, drive the animals back inland away from the beach areas.

Luckily we found a length of fence with a flattened section, making a gap, where the Argentines had taken the wooden posts for firewood. Then, as cleverly as any Lakeland fell sheepdog, Major Stansfield edged them all through the narrow gap by flying at practically zero feet.

Sheep blown up

The other animals to suffer have been the sheep, so low on the ground that they have been killed the instant they set off an anti-personnel mine. They were literally blown to pieces, as witness some freshly dead on the ground which the circling turkey vultures had yet to pick clean.

More cheering were the two sea lions flopping around the low rocks, and the two king penguins all aflutter with panic waddle at our approach—changing to sleek Olympic swimmers as soon as they made the water.

Because the presence of mines makes it too dangerous to land, the animals have to be shot humanely from a helicopter. The only and unacceptable alternative would be a lingering, long, slow and painful death on the wild hillsides as their festering infections gradually spread. The actual shooting demands very close teamwork.

First the vet, using his binoculars, has to examine the animals and decide which ones

have to be shot with the farmer present.

Then WO Hardie, six times Army champion shot, and his battalion's Signals Sergeant-Major, has to work very closely with the pilot to get into the right position to fire.

The pilot has to keep the aircraft steady, despite the turbulent wind. The sniper has to allow for rotor downdraught, the inevitable shake, the power of his bullet to pass right through the animal, angle, range and also the ability of his target to move at the last minute.

Nevertheless, I saw WO Hardie fell cattle with a shot straight through the heart. He admitted to me afterwards he was "an unofficial stalker!"

Claude and Judy Molkenbuhr—he had been at Port Howard on West Falkland for 26 years and was a head shepherd—had been thrilled at last to buy their own farm at Murrell two years ago.

They had 10,800 acres, 3,054 sheep, 71 head of cattle, 15 horses and nine pigs.

With their children, they had to leave it on May 24, when the Argentines made it too difficult for them to stay, but took their tractor and trailer with them. Others have told me of the wonderful work Claude then did, with others, hauling men and supplies right up into the mountains behind the British front line.

Filth on floors

They returned to find their farmhouse bespattered with bullet holes, 48 shell craters within close walking distance, and their old sow locked up in the pantry.

Claude showed me the words "English whore" written in Spanish on their room walls in huge letters. He told me his floors were covered in filth—and excreta. He had to burn all his carpets.

From a combination of Argentine slaughtering and their mines, he reckons he has lost about 1,000 sheep, plus, of course, the 500 or so lambs due in October.

His old sow had rushed out, desperate to drink, but was dead within 48 hours.

Much of his land is now mined—no one yet knows to what extent—although the holes made by the exploded ones give some indication.

The Molkenbuhrs want to stay in the Falklands and farm their own land. They have a compensation claim lodged, but at the moment the future looks bleak.

They are incredibly philosophical and stoic. They have no wish to move to Stanley. "What's Stanley got that I haven't?" asked Judy. "From Port Howard, we only visited it about once every four years."

She had to go to London for an operation last year: "I was staying near Regent's Park," she said, "and went there quite a lot and also looked at the shops." She certainly does not hanker for, or miss, the bright lights.

"Sickening," said Claude to me at the end of the day. "Just sickening: it made me feel like crying every time one went down."

We all felt the same way. In wars many brave men die. But it is the innocent who also suffer and whose lives are forfeit too, even in the animal kingdom.

And, tragically, more may yet have to die before those wantonly sown Argentine mines by the beaches can be, if ever, rendered safe.

Wrecked Pucaras 'Times' 16.8.82



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Armed with umbrellas to face the rainy season in Nepal, men of the 1st and 7th Duke of Edinburgh's Own Gurkha Rifles stride out at Heathrow yesterday. They were returning home on special leave after serving in the Falklands

A corner that is forever England

Times

26.8.82

From Tim Jones, Port Stanley

Beneath a huge, dark cross and close by the still lethal debris of war, the nine men of the Royal Engineers who died liberating the Falkland Islands were honoured on Thursday at Sapper Hill, overlooking Port Stanley.

The afternoon was a bleak as the hill itself. Squalling rain fell and 60 Sappers stood motionless in silent tribute.

Ten yards from the cross two Argentine Sam missiles, primed and ready for action, lay where they had been discarded by the enemy as the Welsh Guards stormed the hill. Rusting but still deadly, they provided a bizarre and evil contrast to the cross whose shadow will fall on them.

To reach the top of Sapper Hill the men had to walk through knee-deep black mud along a steep and winding track. They could not stray to firmer ground for fear of the mines, which have become the curse of the islands.

A Gurkha, Lance Corporal Rana, sounded Last Post but only some of the notes sounded on the wind. Slowly and quietly the men sang the twenty-third psalm. Behind them Port Stanley could be seen in the distance, its

green and red roofs providing the only colour.

Bleak peat bogs, bare of trees or life, surrounded the men and it was difficult to realize that for this position men had fought and died. Inescapably, the lines of Rupert Brooke, "that there's some corner of a foreign field that is forever England", came to mind.

Some of the nine men had died at sea and others at places whose names have become only too well known: Bluff Cove, San Carlos and Mount Harriett.

As the padre, Captain John Dailly, of The Queens Own Highlanders, conducted the service the emotion proved too much for some men and tears formed in their eyes.

● The Argentine officer nicknamed Captain Death because of his alleged involvement in torture in his country, was described by a Royal Navy officer yesterday as "friendly, professional and highly intelligent". The description of Lieutenant-Commander Alfredo Astiz was given by his jailer for 12 days, Lieutenant-Commander Norman Wood, of the patrol vessel Dumbarton Castle.

He was speaking as his fishery protection vessel sailed into its home port of Rosyth, in the Firth of Forth.

CAPTAIN'S 2. Sept. 23.8.82 ENDURANCE PAYS OFF

By DESMOND WETTERN
Naval Correspondent

IT is now clear that the Government has decided to retain the 3,600-ton Endurance in her commission as Falklands guardship before the Argentines invaded the islands on April 2.

The reversal of last year's decision was due in no small measure to the efforts of Capt. Nicholas Barker, Endurance's commanding officer.

Before the ship left Britain in October he enlisted the support of several well-known Antarctic explorers and scientists in the fight to keep the vessel in service. Among them were Lord Shackleton, Sir Vivian Fuchs and Lord Buxton, whose daughter Cindy was rescued from South Georgia by the ship.

The Endurance was due to have been paid off on her return to Chatham in May this year.

Shortly before the ship left the Falklands for home last month, Capt. Barker said this plan had been one of the "green lights" to the Argentines that Britain would not seriously oppose the seizure of the Falklands.

Return to station

Even the Admiralty Board had reluctantly accepted the plan to pay off the ship—part of the Navy cuts announced in July last year by Mr Nott, Defence Secretary—but they believed that within a few months the Foreign Office would be demanding her return to the South Atlantic.

As a result of pressure behind the scenes in Parliament and Whitehall, Mr Nott agreed to re-engage the Endurance early in March this year and she was listed as part of the active fleet during 1982-83 in the annual Defence Estimates White Paper.

The publication of the White Paper was delayed, however, until late in June because of the Falklands crisis when it was published in its original form without any amendments and still including ships sunk during the campaign.

Tricky business of posting Falklands mail-by 'air-snatch'

D. Teleq. 23.8.82

By CHARLES NEVIN in Port Stanley

THE long, tapering point which reaches out into the South Atlantic is a haven for sea lions, kelp geese and other representatives of the abundant Falklands wild life. It is not so kind, however, to R A F Hercules crews and the men of 47 Air Despatch Squadron, Royal Corps of Transport.

These are the men who are getting priority supplies air-dropped into the islands and mail hoisted out by the spectacular "snatch" technique during Port Stanley airfield's closure for repairs and improvements.

This day Capt. Alan Batty, Staff Sgt Fred Stockford and four other members of 47 Squadron plus Squadron Leader Chris Morris of the headquarters staff, fly by helicopter out to the point.

Meanwhile, Flt-Lt Graham Forbes and the rest of the Hercules crew are still several hours out from the Falklands on their way down from Ascension.

At the point two poles 22 feet high are placed 50 feet apart. Nylon rope is attached by thin cord to the top of the poles and then taken back 150 feet and a bright red mailbag, weighing up to 100lb, attached to the end.

The theory is that the Hercules, having completed its drop of 12 one-ton containers, flies in at 50 feet and a speed of 125 knots, trailing a grappling hook which catches the rope stretched between the poles and snatches it up, complete with mailbag.

It is a very tricky process.

Sudden blizzard

The ever-changing weather is the biggest problem. A blizzard descends briefly, and then, on cue, the sky clears as the Hercules trundles over, peppering the dropping zone with two containers at a time.

Today there are two smaller ones, containing blood. The containers drift down on the end of parachutes, bumping and coming to rest in slow motion.

Now the wind is getting up, and the cloud is closing in again. Not only that, but the wind has moved a couple of points to the south. It is imperative that the snatch gear faces directly into the wind to keep the aircraft's grappling hook straight in line.

Capt. Batty and his men move quickly into action and hurriedly complete the laborious reorientation of the poles in foul conditions.

The Hercules has made two practice passes over the snatch. Squadron Leader Morris is holding up an anemometer which shows the wind gusting up to 45 knots.

He is in contact with Flt Lt Forbes by radio telephone. The pilot decides to hold off and circle, hoping for an improvement, rather than abandon the pick-up and start back to complete the 25-hour round trip.

The wind drops to safe limits but the cloud remains. Flt Lt Forbes decides to come in. He appears out of the cloud, the grappling hook just off the ground.

For a second it seems the hook has gone off to one side, but then the cord snaps the rope snakes and the mailbag whips up into the air to be winched in.

The Hercules heads back for Ascension. The men on the ground go back to their Arctic tents and ration packs to wait for the next drop.



ARMY LENGTHENS D. Teleg. 17.8.82 STANLEY RUNWAY AT THE DOUBLE

By CHARLES NEVIN in Port Stanley

STANLEY airfield closed yesterday as the Royal Engineers began Operation Tin Lion, the strengthening and lengthening project which will enable the runway to take R A F Phantom fighters needed for long-term air cover.

The 180 members of 50 Squadron, Royal Engineers, supported by more than 400 helpers and 120 pieces of plant, are undertaking the British Army's largest expeditionary engineering effort since the 1939-45 war.

The work's schedule is dramatically brief. The Army is reckoning that the airfield will be closed for only two weeks.

Major Jeremy Harrison, Officer Commanding 50 Squadron said: "You wouldn't normally talk about building an airfield in X weeks, you'd talk about X years."

The Engineers will be working up to 18-hour shifts, by day and by arc lamp-assisted night, to lay over 6,000 feet of the American aluminium strengthening matting, AM2, allowing the Phantoms and R A F Nimrods to use the airfield.

Huge plates

Tin Lion's name is derived from a slightly slighting reference to the aluminium and the squadron's MX insignia. The 12 feet by two feet metal plates weigh 144 lbs and will be manhandled into position.

Laying them over the existing runway, constructed for small civilian aircraft, will be easy when compared to the work necessary on the extension of over 2,000 feet.

Two giant rock crushers are excavating their own quarry to provide the 40,000 tons of rock which will be layered sandwich fashion with geo-textile tensile strengtheners and finished off with a synthetic waterproof lining before the plates are laid.

Poor ground

"This is just about the worst ground imaginable to build anything on," said Major Harrison.

"It's peat and clay. You can't dig into it, you have to build it up, and that's why we're using the geo-textile prefabricated materials."

Major Harrison spoke of the tremendous amount of work done already in getting the equipment ashore and up to the airport without a deep-water jetty and adequate roads, and said: "This is combat engineering, and we are approaching it in a way civilian contractors couldn't, with longer hours and different equipment."

ENDURANCE DUE D. Teleg. 17.8.82 BACK HOME ON FRIDAY

The ice patrol ship Endurance returns to Britain from the Falklands this week after spending 10 months at sea. The 5,600-ton vessel, which was due to be scrapped before the Falklands crisis, should dock at Chatham on Friday.

Questions have been asked in Parliament about the "inexplicable delay" in the return of Endurance.

It has been suggested the 125-man crew was "penalised" for remarks made by Capt. Nicholas Barker, the ship's commander, about official disregard of his warnings that an Argentine invasion was imminent.

Major Harrison's great worry is not the mud, rain and wet, but the hugely gusting wind, which could snatch the aluminium from a man's hands, turning it into a lethal weapon.

The AM2 was first used by the Americans in Vietnam. Major Harrison made a trip to the United States shortly after the Argentine invasion to discuss its feasibility in a recaptured Falklands.

Not for civilian jets

Although not permanent it can be used for several years. It is not, however, suitable for large civilian jets, further confirming the decision to build a separate civilian airport on a ridge to the south.

During the closure, air cover for the Falklands will be maintained as before by Harriers operating from their own special strips and the aircraft carrier Invincible.

The R A F Hercules transports will be making air drops of supplies and mail as they did before the airfield was first re-opened. They are also planning a series of practice runs to see if picking up mail by a trailing hook method is possible and practicable.

Banks move on Argentine cash

Sun. Teleg. 15.8.82

AS the world debt problems mount, the British clearing banks have taken the highly unusual step of writing to Chancellor Sir Geoffrey Howe about the Government's continuing freeze on \$1 billion of Argentine assets here.

I understand that the chairmen of the London clearing banks decided 10 days ago to send a letter to Sir Geoffrey expressing their growing worries about the freeze's effect and calling for its removal. The letter was drafted and sent by their joint committee, headed until August 5 by Sir Jeremy Morse of Lloyds and now by National Westminster's Robin Leigh Pemberton.

In the letter, they outlined the advantage to the banks, whose half-year profits reflected their serious bad debt difficulties at home and abroad, of sorting out their Argentine loan dilemma soon.

The British banks are not receiving interest payments on Argentine loans directly, though some payments have been received from other international banks under "pro-rata" clauses. But some American banks have even been withholding these share-out payments.

It was a polite and articulate letter, and so far Sir Geoffrey has not replied. But relations between the banks and the Government have not always been entirely amicable, and the fact that it has been written shows that less formal approaches have not been successful and that the bankers' worries are growing.

The freeze on the \$1 billion assets was imposed the day after Argentina invaded the Falklands on April 2, but, despite the British victory and *de facto* end of hostilities, the measure is still in force—as is a freeze by the Argentinians on the \$5 billion of British assets held there.

Argentina, with \$36 billion of overseas debts, met with blunt rejection by the international banks when trying to reschedule them or raise new money.

Last week, the major American banks told Argentine officials at a meeting in New York that no loans could be contemplated while the freezes in both countries still stood.

As Argentina lodges protests about the escorting of its fishing vessels from Falklands waters and insists on its claim to sovereignty, the official British line on the freeze remains as outlined by Foreign Secretary Francis Pym at the end of June.

"Any lifting," he told Parliament in a written answer, "must depend on the Argentinians terminating the measures taken against us. The resumption of normal com-

deal under which the mysterious new product which, as we revealed last week, could be made alongside the car production in Belfast, has not yet received Government approval.

So secret is the product that even John De Lorean was kept in the dark. Nor did Sir Kenneth reveal to him the identity of his British investor group which is said to be behind the latest rescue proposal. So the receivers asked Mr De Lorean to agree to yet another extension to the already-expired deadline when the Cork consortium was to reveal its hand. De Lorean had little option but to agree.

Despite this, Shewell told *The Sunday Telegraph* that he was reasonably optimistic about the chances of making some kind of statement on the details of the rescue this week.

By now, though, John De Lorean, the founder and architect of this ill-fated venture, must suspect that he is being elbowed out of any future role in the Belfast-based firm. Each day's delay pushes back the deadline of September 1 when he and his yet unknown backers are supposed to come up with their own \$35 million package.

But while the idea remains that the company might be saved, sales of the car have reduced stocks from 2,100 to 950.



Sir Geoffrey Howe — message from Sir Jeremy Morse.

mercial relations must clearly be on an equal basis."

But this approach, which still gives the Government a diplomatic lever on Argentina, is causing increasing problems for the banks.

The clearers were subject to some official encouragement to participate in a recent loan to Hungary, and are watching the progress of a new loan to Yugoslavia which is being put together in the City.

In the wake of the Banco Ambrosiano affair, the collapses of some small American banks, the recession-induced bad debt problems at home and the growing international loan difficulties (there will be more news on hard-pressed Mexico next week), some major British banks are making no new international loans at all.



FALKLANDS LEGAL POST

D. Tel. FILLED
17.8.82

By GUY RAIS

THE Falkland Islands are to have an Attorney-General for the first time. Mr Michael Gaiger, 50, a solicitor, of Withiel, Cornwall, has been appointed by the Overseas Development Administration and will take up the post next month.

Miss Eryl Thomas, 52, of Swansea, has been appointed Registrar-General, and will also act as Supreme Court judge.

Their posts are among 40 which the Administration has been asked to fill by the Islands' Civil Commissioner, Mr Rex Hunt, as part of a programme of reconstruction and re-development.

Expelled by Amin

Mr Gaiger, who was expelled from Uganda along with two other Britons by ex-President Amin in 1973 after working eight years for Uganda's Government, later served in the Sudan, Papua-New Guinea and Vanuatu, where he also set up the office of Attorney General.

"I am looking forward to my new post. Apart from heading the legal services, I note that I am also coroner for the Islands as well as the Antarctic," he said.

"I suppose that in the unfortunate event of a person falling to death into a crevasse I will have to go out and conduct an inquest."

Mr Gaiger will be travelling with his wife, but their two children will remain at boarding school in England.

Miss Thomas was previously companies registrar in Kiribati (formerly the Gilbert Islands).



Daily Teleg. 18.8.82
Double rations for junta officers

By Our Defence
Correspondent
in Port Stanley

THE deep distinctions which obviously existed in the Argentine Army between officers and men extended even to their 24-hour ration packs: That for the officers was exactly twice the size of, and very different from, that of the ranks.

In the British Army all ranks have exactly the same ration packs.

The Argentine soldiers' pack ration for a day contained four packets of water biscuits, jam, a small bar of chocolate, a tin of meat balls, drinking chocolate powder and half-a-dozen boiled sweets. It also had a small carton of fuel tablets, matches and a metal frame on which to heat up food.

In the officers' pack, by contrast, was a quarter bottle of whisky and a packet of cigarettes. There were also two large packets of biscuits, jam and honey, one tin of corned beef and one of beef with macaroni in tomato sauce,

orange juice, tea bags and drinking chocolate powder.

Finally, the officers' packet contained toilet paper, a can opener, matches, a plastic mug and spoon, heating tablets and a better cooking stand.

Officers' and soldiers' ration packs both contained political slogans and religious tracts.

The difference in the two packs—particularly, for example, the whisky and the cigarettes touch—is almost unbelievable to anyone brought up in the British military tradition.

D. Teleg. 18.8.82
**ISLAND FARMERS
OFFER 'FABULOUS
TRAINING GROUND'**

By Maj-Gen. EDWARD FURSDON
Defence Correspondent in Port Stanley

THE Queen's Own Highlanders, who had been on stand-by for the Falklands campaign since April and arrived when the fighting was over, are already gearing up to make maximum use of "the fabulous training area" which has been made available.

Lt-Col Nicholas Ridley, Commanding Officer, has received tremendous co-operation from farmers. "Of course you may have this hunk of 20 square miles of land" is a typical offer.

The opportunity for hard, realistic, infantry non-mechanised training in the Falklands is unique.

First, by the quirk of war, there is any amount of live ammunition for training.

Second, there are gunners and sappers directly available for "all arms" working.

Ships ready

Third, there are Royal Navy ships only too ready to join in with Naval gunfire support, and RAF Harriers anxious to practice air strikes.

Fourth, there are plenty of Navy, Army and Air Force helicopters for troop movements or for close fire support with rockets and missiles.

Fifth, there is no restriction either on the full use of the battalion's own supporting mortars or multifarious use of its Milan anti-tank missiles.

Sixth, the sheer harshness of operating in the "yomping" terrain will bring any battalion up to a peak of fitness and self reliance.

Finally, in some areas battle alertness "for real" is still required against Argentine mines.

As Col Ridley said: "The whole place can be just one monumental live-firing exercise." Captured Argentine equipment, like their damaged Panhard Armoured cars, would make good "hard" targets.

His plans include two 24-hour exercises a week for every platoon, and one 48-hour one a week per company, leading to a four-day battalion exercise.

"The secret," confided Major Colin Gilmour, commanding "D" company, "is to be fit with a pack on your back, and walk everywhere. The luffy grass makes for very strong ankles."

Already, Lt Murdo MacDonald, from Strathpeffer, has established a training battle camp in the hills of West Falkland "It's just like Scotland," he said.

'Mutual benefit'

I toured the battalion's locations in East and West Falkland. Many are at existing settlements, where relationships with the civilians are good, and "to our mutual benefit" I was told.

Second-Lieutenant Alasdair Ogilvy's platoon, having just finished cleaning up and renovating his settlement's community centre, had re-christened it with a bonanza party the night before I called.

His platoon sergeant, Steven Byers, is from the North Orkneys. Another company location had thousands of fresh mussels available nearby, and duck and upland goose were also on the menu.

Snow-covered hills overlooked the Queen's Lancashire Regiment's camp. But the sun was out, and Lieutenant Vernon Meeson, from near Preston, was looking forward to their tour.

He felt his Lancashire soldiers "were naturally good at getting on with people," and so would fit in well.

Loch ferry

Lance-corporal Donald MacKenzie operates a Gemini inflatable craft as a ferry across one sea loch in West Falkland. From Stornoway, he is a tailor by trade.

"I'd like to settle out here," he said. "It's the same as at home; and plenty of opportunity to set up a small business where 'ere you look."

I came back from my tour very heartened. As with so many other places, to be in the capital, Stanley, is not to see the real nature of the country. Soldiers need to get out and about, train hard, get to know the locals and every part of their wide operational area.

Only then are they doing the job they were sent here for: To deter, and if that fails, to defend the Falkland Islands.

Talks with U.S. D. Teleg. 17.8.82 resumed

By TONY ALLEN-MILLS
in Buenos Aires

THE Argentine Foreign Minister has had his first meeting with a senior American official since the Falklands war ended with relations between Buenos Aires and Washington in tatters.

The meeting between Senor Juan Aguirre Lanari and Mr Thomas Enders, Under Secretary of State with responsibility for Latin-American Affairs, took place on Sunday night in the Dominican Republic, where diplomatic representatives are attending the inauguration of President Salvador Jorge Blanco.

Emerging after 90 minutes with Mr Enders, Sr Aguirre said the talks, which concentrated on the Falklands crisis, had been held in an atmosphere of "absolute frankness."

There were no details of what conclusions the two men reached, but well-informed sources said efforts would continue to repair the damage done to United States-Argentine relations by Washington's support for Mrs Thatcher during the war.

The sources said a further meeting is being planned between Sr Aguirre and Mr George Shultz, the new American Secretary of State. The meeting could take place when the U.N. Assembly meets at the end of September.

Buenos Aires is pinning its hopes on forcing Britain to negotiate over the future of the Falklands on a favourable response to the Argentine positions when the UN debates the issue.

FALKLAND SHIP D. Teleg. 17.8.82 LEFT BEHIND

IN CHILE

Nearly 100 men from the Royal Fleet Auxiliary tanker Tidepool arrived home from the Falklands yesterday in good spirits but without their vessel. The merchant sailors' last task had been to hand over Tidepool to her new owners, the Chilean government.

The vessel was en route for Chile, just before sale negotiations had been completed, when Argentina invaded. She was then diverted to the conflict area to help keep the Royal Navy supplied with fuel, stores and ammunition and carried out 114 missions.

On several occasions Capt. Joseph Gaffrey took her into San Carlos waters for stretches of up to four days at a time and came under fire from the Argentine Air Force. At Gatwick he said: "It was a shock to be sent down there but we soon got over that."

Performance factor D. Teleg. 17.8.82 aids arms makers

By DESMOND WETTERN Naval Correspondent

PROSPECTS for overseas orders for British arms following the Falklands operation have never looked better despite a virtual standstill on orders for the British Services.

A spokesman for the Defence Manufacturers Association, which represents some 300 British defence contractors, said that the prospects for equipment — like the Scorpion light tank — looked far brighter in view of its performance in the Falklands.

The Americans are examining a number of vehicles of domestic and foreign manufacture for a new Army reconnaissance vehicle and the Scorpion is the only tracked vehicle being offered.

The outstanding success of Fleet Air Arm Sea Harrier fighters in the South Atlantic is expected to be of great benefit to British Aerospace salesmen at present trying to sell them to the Australian and Italian navies.

But British Aerospace, which is completing the last two of 34 Sea Harriers ordered for the Royal Navy and has a further eight, including two trainers, in hand for the Indian Navy is worried by the total silence from the Defence Ministry.

Mr Nott, Defence Secretary, told the Commons last month that it was planned to order 14 more Sea Harriers. Seven would be replacements for those lost in the South Atlantic.

Unless this order is placed soon British Aerospace fear that it may soon be necessary

to start running down the 11,700 strong work force producing the aircraft at its Kingston and Dunsfold, Surrey, and Brough, Yorkshire, plants.

The Defence Manufacturers Association has had several calls from member companies asking if there is a moratorium on orders from the Defence Ministry as no replacements have been demanded for a variety of stores and equipment used in the Falklands operation.

'Dirty tricks'

It is feared that unless Whitehall acts soon orders may be lost because of what the spokesman called "dirty tricks advertising" by some foreign rivals, notably the French.

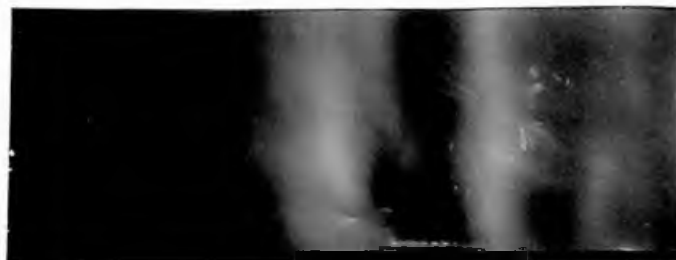
This is taking the form of denigrating the performance of certain British systems.

A Defence Ministry spokesman said that no orders would be placed until it had been possible to complete a thorough study of the lessons learnt during the campaign.

The Ministry has also to sort out how much stores and equipment was lost or damaged; how much is being retained in the Falklands and Ascension and how much is on its way home.

But the Ministry has ordered £3,500 million worth of rocket motor casings for naval Seawolf and ground-launched Rapier anti-aircraft missiles, credited with shooting down 18 Argentine aircraft, from BAJ Vickers of Weston-super-Mare.

The dockyards also face a heavy workload refitting and repairing ships damaged in action.



Sovereignty D. Teleg. 17.8.82 pressed by Argentina

By IAN BALL
in New York

A DETERMINED move by Argentina to reopen the diplomatic wrangle over who has sovereignty over the Falklands was unveiled yesterday at the United Nations.

With support from the foreign ministers of all 18 sister states of Latin America, plus Haiti, Argentina asked that the "Falkland Islands question" be put on the agenda of the regular session of the General Assembly which convenes in New York on Sept. 21.

The agenda request — signed at foreign-minister level by the 20 countries involved — proposes that the General Assembly issue a call to Britain and Argentina "to renew negotiations as soon as possible under United Nations auspices to settle their differences."

The foreign ministers' joint letter described the Falklands — or "Islas Malvinas" as the letter referred to them — as a colonial issue of grave concern to all Latin America. All the Governments involved, it added, wanted a peaceful solution.

The issue has been considered by the Assembly twice before as a "decolonial" matter. The outcome was a UN recommendation that Britain and Argentina enter into diplomatic negotiations on the islands' future — a process which had been under way for 17 years when Argentina launched its invasion in April.

'British interference'

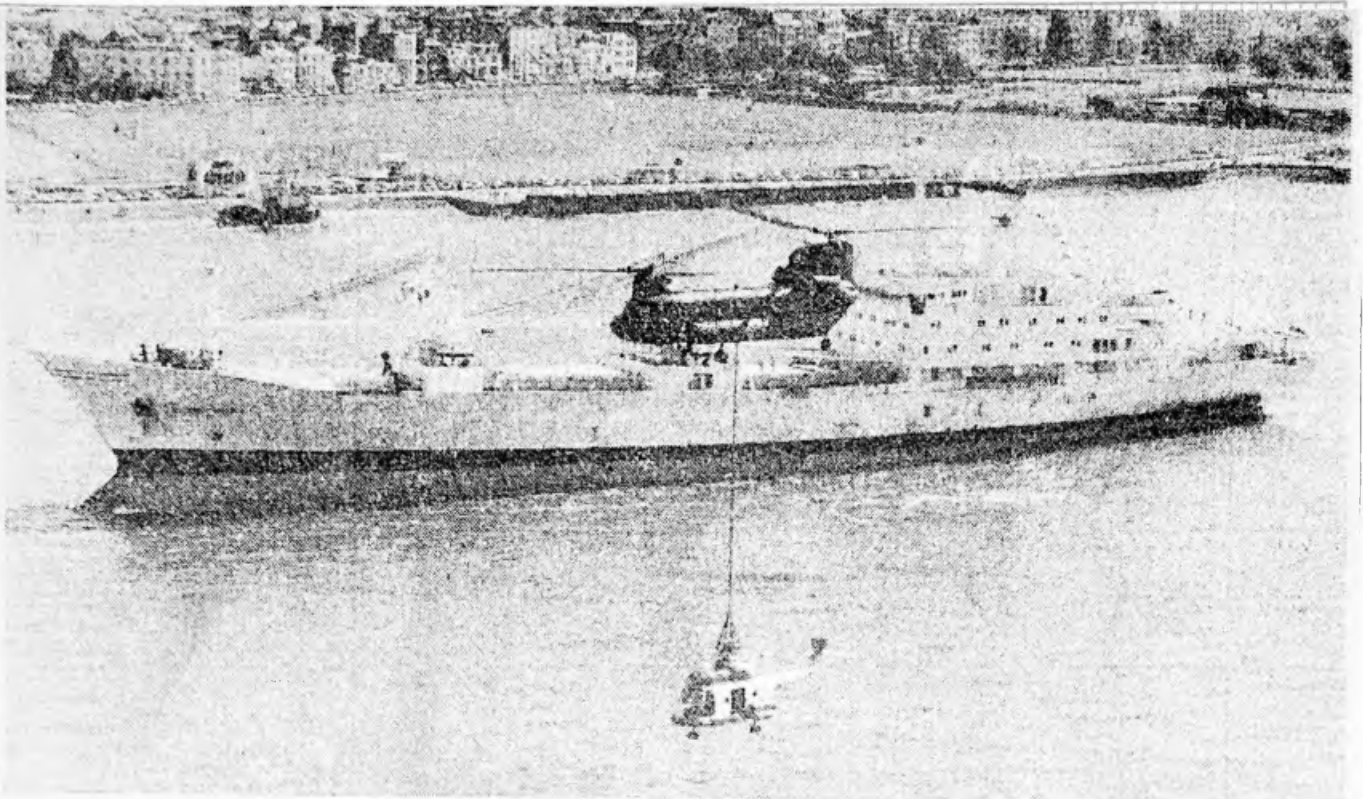
Significantly, two of the countries which gave Argentina only lukewarm support while fighting was under way — Chile and Brazil — were among the signatories of the letter submitted yesterday.

The others were: Costa Rica, Bolivia, Colombia, Cuba, Ecuador, Mexico, Panama, Peru, Guatemala, Honduras, Nicaragua, Paraguay, Dominican Republic, Haiti, Venezuela, El Salvador and Uruguay.

Argentina has already sought to revive the dispute in the Security Council.

In a letter dated Aug. 13 but released only yesterday, Argentina protested to this month's Security Council president, Mr Noel Dorr of Ireland, about what it termed "British interference" with normal Argentine fishing operations off its coast.

The Argentine letter said that three times this month Argentine fishing vessels inside the "so-called protective zone" established by Britain had been intercepted.



A captured Argentine Puma helicopter being airlifted ashore at Portsmouth yesterday, bound for the Royal Naval base at Gosport. Behind is the newly-arrived Geestport.



QE2 back cruising after Falklands duty

'Times' 14.8.82

By Alan Hamilton

The liner Queen Elizabeth 2 sails from Southampton today on her first peacetime cruise since service in the Falklands, after a £5m refit which has left her looking more like a battleship than ever.

Her once distinctive dark charcoal grey hull has been repainted in nondescript pebble grey, explained by Cunard as an attempt to give their flagship "a lighter, more contemporary flair".

She sails today for New York and for a short shake-down cruise in the Caribbean, and is almost fully booked for her next three cruises. Captain Peter Jackson, her master, who guided her 15,000 miles to South Georgia and back, explained yesterday: "Without doubt, people want to travel on a ship that has been to war".

Captain Jackson was pleasantly surprised by the condition in which his ship returned from the South Atlantic. Her engines and boilers appeared to have enjoyed

stretching their sea legs, and damage to the rest of the ship was superficial, occasioned by several thousand heavy-booted assault troops trailing round the decks.

Things are not yet perfect: guests at a luncheon yesterday to launch the autobiography of Captain Robert Arnott, the QE2's former master, almost fainted with heat when the air conditioning failed. Last night the ship was still swarming with carpenters, carpet fitters and every other brand of tradesman trying to beat the arrival of the first passengers this morning.

The carpets have had their hardboard coverings removed, the pot plants and the crystal table decorations have been withdrawn from storage. But the main change has been the removal of the rear helicopter deck and the restoration of the sun decks and swimming pool.

At the other end of Southampton port, high in a dry dock, the P and O liner Canberra is undergoing a considerably more extensive refit which is said to be costing the Ministry of Defence about £8m.

The Canberra fared rather worse than her rival in the South Atlantic, having been at sea for 94 days and leaving home in such a hurry that her owners had no time to protect or rescue some of the more fragile furnishings or fittings.

The company hopes, however, that Canberra will be ready for a short cruise on September 7, and to resume her full programme four days later.

P and O's other conscripted warship, the 30-year-old cruise liner Uganda, is having a major refit on the Tyne after serving as a hospital ship. She is due to sail on her first peace-time mission, carrying schoolchildren on an educational cruise, on September 25.

Mines keep kelpers from peat supply

'The Times' 20.8.82

From Tim Jones, Port Stanley

The Falkland Islands are beginning to suffer from an acute shortage of fuel. With their peat bogs cut off by minefields, the kelpers must wait until the middle of next month for ships from Britain to bring in supplies of other fuel.

The Army is ensuring that no one will freeze, but civilians are having to ration their supplies until the ships and warmer weather ease their situation.

Most homes on the islands rely on peat and their houses have huge stacks of it stored in back gardens.

Peat cutting, a heavy and hard job, usually begins in late spring, around October. Regardless of their trade or profession, men and sometimes women from Port Stanley and the communities in the outlying camp work for weeks to produce enough peat to last for a year.

Throughout summer it is allowed to dry in temperatures that can reach the mid-seventies before being carted to private homes.

But now there can be no more peat cutting for hundreds of families, particularly those in the Port Stanley area which is virtually surrounded by minefields.

The Army is considering ways of retrieving some of the existing ricks but it is reluctant to risk men until fully effective counter measures can be discovered against the plastic anti-personnel mines.

Falkland Islanders last night demanded a bigger say in running the islands. They said Mr Rex Hunt, the civil commissioner, must go because he is a symbol of British colonialism.

The Foreign Office was accused of "going slow" in deciding the Islands' future.

The complaints came from four leading islanders speaking on the first radio link between Britain and the Falklands. The broadcast went out live in the South Atlantic, and was heard in a London Broadcasting Company programme last night.

Many homes supplement their peat with gas or oil but now supplies of these alternative fuels are running low.

Fortunately, the worst of the South Atlantic winter has gone: crocuses and snowdrops are appearing and gradually thermal underwear is being stored away.

But squalls from the Antarctic can depress temperatures dramatically.

The island will not be relieved until the regular supply ship arrives next month. About 10 days later she will be followed by another vessel which has been chartered by the Crown Agents.

Both ships will be fully loaded with large quantities of gas, paraffin and anthracite coal. Labour apart, peat is generally a free commodity on the island. Warm winters

will not be as cheap again for many years.

About 500 British troops serving in the Falklands are still in tents in the cold weather because factors other than housing are being given priority, a Conservative MP has been told (Philip Webster, Political Reporter, writes).

But Mr Peter Viggers, MP for Gosport, who was given the information in a letter from Mr Peter Blaker, Minister of State for the Armed Forces, said yesterday that he had no complaints and that the Government's priorities were "absolutely right".

He added that engineering resources would be devoted first to the extension of the Port Stanley runway and off-loading facilities, and that work on the clearance of mines and removal of abandoned ammunition was continuing.

Work on the erection of prefabricated huts for the troops in tents would start as soon as possible but was unlikely to be before next month.

Two Falkland islanders appealed at a United Nations' hearing yesterday for self-determination after a row threatened to prevent them from speaking (Reuter reports).

Both men spoke bitterly before the general assembly's de-colonisation committee of the Argentine seizure of the islands last April.

The two, Mr John Cheek and Mr Anthony Blake, described the simple, idyllic life of the Falklands before the invasion, contrasting it with a dangerous and violent existence afterwards.

The UN committee is expected to make a recommendation on the Falklands to the 157-nation general assembly, which has already received a proposal by 20 Latin American countries for a debate on the question at the session opening on September 21.

Prince Andrew, still in the South Atlantic, is to donate a "personal item" to a Great Falklands Auction being held in London next month.

Mr Malcolm Allsop, auction appeals secretary, said: "We hope Prince Andrew may be able to give us his flying jacket, or something like that".

The organizers expect to bring in most money for the ceremonial hat left behind by General Mario Menendez, former Argentine military governor of the islands.

They hope, in all, to raise at least £50,000.

The Geestport, which usually imports bananas from the sunny Windward Islands, returned from the Falklands yesterday.

Geestport kept the task force supplied with 2,000 tons of refrigerated food during a three-month voyage and was given a now traditional hero's welcome at Portsmouth.

General gets new Falklands job

'Standard' 23.8.82

MAJOR - GENERAL Jeremy Moore, who commanded the British land forces in the Falklands war, has a new job.

The 54-year-old general, who has served with the Royal Marines for 35 years, will be giving presentations and lectures on the Falklands campaign.

He is moving next month from the marines headquarters in Plymouth to the Ministry of Defence in London where he will join a special team set up by Chief of Defence Staff, Admiral of the Fleet Sir Terence Lewin.

"We are receiving a large number of requests to give presentations and lectures on the Falklands operation," a



GENERAL MOORE

ministry spokesman said today.

"It was decided to set up a team of two senior officers,

one who took part on the ground and the other who was based in Whitehall at the time."

It is understood the job will last six months, and joining General Moore will be Air Vice-Marshal J. A. Gilbert, who is already on Sir Terence's staff.

Job offers

Requests for special briefings on British tactics in the conflict include many from Commonwealth countries.

General Moore said last week he was open to any job offers and seemed destined to leave the Forces.

He was due to leave the marines this autumn because of his age, but friends believed he really wanted to stay in the services.

General Moore, father-of-three, was involved in a jobs mix-up earlier this month because of a misunderstanding over a Downing Street statement that he would not be unemployed.

Officials at No 10 explained that when they said he would NOT be joining the ranks of the unemployed, they meant that an officer of his abilities would have NO difficulty in finding a private sector job.

General Moore received two letters withdrawing job offers because it was assumed he was fixed up.

General Moore is on a month's leave following the Falklands campaign and will start his new job on September 24. His successor at the marines headquarters will be Major-General Mike Wilkins.

At work on the risky road to Darwin

From Tim Jones, Port Stanley 'Times' 19.8.82

For the Royal Engineers the road to Darwin is 3,000 miles long. That is the distance the six men of the Black Ace Platoon of the 49th Explosive Ordnance Disposal Squadron estimate they will have to walk to clear the 62 muddy miles to the island's second largest settlement of bombs and mines.

With a wry regard for the risks they take they call themselves after the dead mans card in poker and their call sign is Echo Thirteen. Backwards and forwards, covering the track and 15ft either side of it, the men move with care in the knowledge that one wrong step could be their last.

On every turn of the road they are flanked by the minefields which have become the curse of the islands. Occasionally there are Argentine field guns and lengths of piping designed to look like howitzers pointing towards the beaches where they thought the British invasion would come. More poignant are the Argentine rifles stuck into the ground when the order to surrender came.

The task is made tougher by squalls of driving rain and sometimes snow flurries which dust the ground, making the mud and slime look deceptively firm.

Major John Quin acknowledges that the task of clearing the islands of all mines and bombs will take years. Remote minefields will be identified and fenced off until ways are discovered to deal with them. In the next few days a new American detector will arrive from England and they hope it will be able to locate the plastic anti-personnel mines.

Priority has been given to the town of Port Stanley and to the Darwin road which, for many, is the main artery from the remote farms and settlements.

Major Quin, who commands the 49th, said that except for areas of absolute priority all clearance work on the minefields has been stopped.

That is because three Sappers have been badly injured since the war stopped. Army equipment is capable of locating with ease metal mines but those made of plastic have so far proved to be almost undetectable.

At the Royal School of Military Engineering electronics and military experts have been working flat out to



Sapper James McGahan clearing the road to Darwin of Argentine mines. Photograph: Brian Harris

try and discover countermeasures to the plastic mines. The squadron hopes the new detector will be sensitive enough to identify the small amount of metal which even a plastic mine carries. In addition, sniffer dogs are being trained to try to detect the mines.

The engineers have tried out a flail but they are not entirely satisfied with the results. It is an armoured tractor-like vehicle which whips chains on to the ground from a forward cylinder.

On the Darwin road one platoon, led by Captain Brian Lloyd, discovered an horrific device capable of reducing a substantial vehicle to scrap. Fleeing Argentines had packed high explosives around a 500lb bomb and buried it with a land mine on top. When the package was detonated by the 49th the crater it caused was bigger than a Chieftain tank.

Thirty-three men from the squadron, which is at a quarter of its total strength, are serving in the Falklands and the amount of debris they are disposing of is astonishing. Piles of rockets, mines, shells and grenades have been discovered and those that are not compatible with British weaponry are blown up.

Major Quin said: "We have virtually cleared the Port Stanley area and our most

important job now is to make the settlements safe so that people can return to their farming".

One major problem for the squadron is that in some places Argentines appear to have laid minefields on top of minefields and in many cases the records they left behind are totally inadequate.

When sure methods have been perfected most of the mine clearing will be done by Gurkhas and troops from other regiments.

Even without the Falklands, Major Quin estimates there is enough work in Britain to keep the squadron busy for 40 years as Second World War bombs are still being discovered.

• An American intelligence report that Britain might be prepared to sell the aircraft carrier *Invincible* to Australia, a deal cancelled because of the Falklands crisis, was dismissed as speculation yesterday by the Ministry of Defence and a Naval source at the Australian High Commission in London (Michael Horsnell writes).

• The ship that was given up for lost sailed home to Portsmouth yesterday. The 240 men on board the landing ship *Sir Lancelot* abandoned her after she was struck by a 1,000 lb bomb, but the bomb failed to explode and the men were eventually able to return to her

'Times' 16.7.82

Lull in South Atlantic

UN chief lets time heal wounds

By David Cross

Señor Javier Pérez de Cuéllar, the United Nations secretary-general, has shelved his efforts to repair fences between Britain and Argentina until the dust settles from the Falklands war.

Both governments were "entitled to a time for reflection", he told *The Times* in London yesterday. The case of Argentina, the new leadership had to establish itself more firmly in power, and the British Government had to repair the damage caused by the fighting on the islands, he explained.

Señor Pérez de Cuéllar, who had talks with Mrs Margaret Thatcher and Mr Francis Pym, the Foreign Secretary, during his first two-day official visit to Britain since taking up his post at the beginning of the year, has been asked by the Security Council to use his good offices to seek a diplomatic solution to the Falklands conflict. ("One of the keys of (using one's) good offices is timing," he said. "If you start any action at the wrong time you will undermine your own efforts.")

The Secretary-General, who was brought up to date by Mrs Thatcher on the latest state of affairs in the Falklands during an hour-long conversation at 10 Downing Street, said that he believed that relations between London and Buenos Aires could be improved in the long term.

In due course, he would be in contact with the Argentine authorities to see whether



Pérez de Cuéllar: Holding "the world's worst job".

they were receptive to any new ideas for resolving their differences with Britain.

Señor Pérez de Cuéllar made it clear that unlike some of his predecessors he is only too aware of the limitations of his office. "The Secretary-General has to realize that he is not a head of state," he said. "He is at the behest of 157 countries and he should not consider himself the leader of a 158th."

He saw no point in trying to intervene personally at this stage in either the Lebanese conflict or the hostilities between Iraq and Iran. The efforts by Mr Philip Habib, President Reagan's special envoy to Lebanon, had been "remarkable", he said, and while these continued he saw no room for renewed involvement by himself.

One of his predecessors, Mr Trygve Lie, of Norway, described the role of the

Secretary-General as the world's most impossible political post. During his six months in office Señor Pérez de Cuéllar has had a baptism of fire first with the Falklands and now the two wars in the Middle East. He has discovered that if he is to be of use he has to safeguard his total independence and impartiality.

He believes that the manner in which he was elected to office by the Security Council was of great assistance to him in his task. While the supporters of other candidates were actively lobbying member governments, Señor Pérez de Cuéllar spent the final election period relaxing in his native Peru.

"I think the post of Secretary-General is such a unique position that it should come to you," he said.

From the outset he has made it clear that he will not be seeking reelection at the end of his five-year term. He hoped that this would be remembered when the United Nations became involved in seeking a comprehensive settlement of the Middle East conflict and Namibia (South-West Africa) finally achieved its independence.

"If we can have an independent Namibia we can establish normal conditions in the whole of the southern part of Africa for the first time," he said. It was a region which badly needed to begin working for its own future development.

He would also like to see the pre-emptive role of the United Nations improved.

Some of the drama of the Falklands campaign will be recaptured in a tactical demonstration, with Harriers and Chinooks simulating an attack on the airfield. Visitors will also be able to inspect Scimitar tanks of the type that saw action.

The shows at St Athan and Abingdon on Sept. 18 will feature similar demonstrations.

The Air Days will be open from 9.30 a.m. to 6 p.m., except for St Athan, which opens at 10 a.m. Information on admission rates can be obtained from the RAF bases concerned.

Pebble Island Pucara

D. Teleg. 31.8.82

to be Air Day exhibit

AIRCRAFT which saw action in the Falklands will have starring roles in the Battle of Britain Air Days to be held at four RAF stations during September in aid of RAF charities.

The first two shows will be held this Saturday, at Finningley, near Doncaster, where an Argentine Pucara captured at Pebble Island will be on display, and at Leuchars, St Andrews.

The second two will be a fortnight later at St Athan, near Barry, Glamorgan, and at Abingdon, Oxfordshire, where he captured aircraft will also be shown.

Fleet Air Arm Sea Harriers, as well as the RAF's own GR3 Harrier aircraft, will take part with Vulcan bombers, Nimrods and the Hercules transport and Victor tankers that helped win the campaign fought over the longest-ever single supply line.

A non-stop return flight by one of these aircraft over the South Atlantic to the Falklands from the base at Ascension Island, 500 miles south of the Equator, is equivalent to flying from Britain to Pakistan and back without stopping to land.

Among the helicopters returned from the fighting will be Sea King, Lynx, Puma, and the RAF's latest, heavy-lift helicopter, the Chinook.

There will be demonstrations by the Falcons free-fall parachute team and the RAF police dog team. Each Air Day event will be visited by the Battle of Britain Memorial Flight of impeccably maintained examples of the Hurricane, Spitfire and Lancaster aircraft of the 1939-45 War.

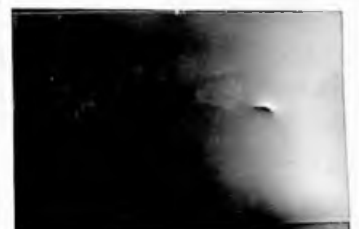
More recent types of vintage aircraft in flight will include the Meteor and Vampire jet fighters of the 1940s and 1950s.

Biggest of the four shows will be at Finningley, where there was an attendance of 135,000 last year. It will be the 25th consecutive annual Air Day there.

Finningley will also be host to the final of the King's Cup air race, celebrating its diamond jubilee this year. The first race, on Sept. 8, 1922, was a round-Britain tour of 800 miles spread over two days, but this year's event will cover 100 miles in four laps over a triangular course.

Making its last flight over Finningley will be a Vulcan bomber due to retire soon to "permanent guard duty" at the main gate.

Special features at RAF Leuchars include the rasshoppers team of seven Dutch Alouette helicopters, hang-gliding demonstrations and a visit by a 1939-45 war Mosquito de Havilland all-wooden fighter bomber, on loan from British Aero-space.



Party time again in Buenos Aires

TWO MONTHS after the surrender at Port Stanley, Argentina's large British community seems somewhat startled to find that it has emerged from the trauma of conflict in the Falklands practically unscathed.

There has been no angry backlash from Argentines embittered by humiliating defeat.

The time may not yet be ripe for the restoration of Winston Churchill's portrait at the London Grill in Buenos Aires, but most other British institutions are beginning to reappear.

On Friday night the British Community Council threw its first big cocktail party since hostilities broke out. The Chamber of Commerce has had its first lunch of the year.

Cautiously, discreetly, life is returning to affable and affluent normality. That is how it looks on the surface.

More difficult to assess are the emotional effects of the violent struggle between two countries that had enjoyed the closest ties.

British blood runs in various thicknesses through Argentine society, and one of the difficulties in understanding the British community is knowing exactly whom it includes. About 17,000 Anglo-Argentines are formally registered at the British Embassy, while estimates of those of British stock range as high as 100,000.

Those numbers conceal a dramatic range of responses to the difficulties of divided loyalties and enforced reassessment of allegiances that were provoked by the despatch of the Task Force.

Some Anglo-Argentines make light of their dilemmas. One eminent Briton tells of his daughter's experience at a British school in Buenos Aires where Argentine law requires that lessons are taught in Spanish in the morning and in English in the afternoon.

One day during the war an Argentine teacher suddenly asked the British girl: "Who the Malvinas belong to?" Flustered, he girl blurted: "In the mornings they are Argentine, in the afternoons they are English."

By **TONY ALLEN-MILLS**
in Buenos Aires

Most Anglo-Argentine families felt a similar confusion.

"It was sad to see the way some people did their best to hide their British heritage," said one British-born woman last week.

"During the conflict they refused to speak English, they contributed to the Argentine patriotic front, they proclaimed their support for the invasion of the Falklands.

"Now the war is over, some of them are feeling pretty foolish. They are trickling back to the British community, but it is hard to forget the way they behaved."

For the great majority, the war provoked a genuine anguish. British mothers watched their conscript sons march cheerfully off to war, happy to defend "their" Malvinas. Fathers quarrelled with daughters, husbands with wives.

It may have been politic for Anglo-Argentines to sit on the fence, but many families found they had no choice. They were incapable of a decision about which way to jump.

Mr Norman Antelme provides one side of the story. A 40-year-old Anglo-Argentine advertising executive, he has lived in Buenos Aires most of his life. His great-grandfather was knighted by Queen Victoria, his father was a First

World War pilot in the Royal Flying Corps.

Mr Antelme is proud of his British heritage, but he admitted last week that he would never agree that it should have gone to war in the South Atlantic.

"We thought that with 1,000 years of monarchy, tremendous civilisation, with its cultural heritage and its links to Argentina, Britain would surely find some other way to resolve the problem.

"Admittedly, the generals here didn't help, but I will always believe that that ask force was wrong. It was nonsensical, crazy, to have a war over the Falklands."

A contrasting view comes from Mr Ian Macdonald, 58, new chairman of the British Community Council, who was one of 5,000 Anglo-Argentines who left their homes during World War 2 to fight in the British armed forces.

"If you know anything of British history, you couldn't think that Britain would have acted other than it did. I personally believe that Argentina's claim to sovereignty over the Falklands is justified, but the generals here were very shortsighted to think they could take the islands by force."

His commitment to Argentina has not wavered, however. "My wife is Argentine and many, many of my friends are Argentine," he said.

"There has been a good deal of soul-searching since the end of the war, but very few people have jumped one way or the other. We are too closely tied to both sides."

ARGENTINE RETURN TO DEMOCRACY 'MUST GO AHEAD'

By TONY ALLEN-MILLS in Buenos Aires

ARGENTINA'S Roman Catholic bishops, in a veiled warning to dissident military officers, said this week that any tampering with plans for a return to democracy "would be tragic for the future of the country."

The bishops' remarks, published in a document entitled "The Path of Reconciliation," underlined the uncertainty in Buenos Aires over the stability of President Bignone's régime.

There is also concern over the intentions of those officers who are discontented over a return to civilian rule.

The bishops' principal concern was reconciliation of different sectors of Argentine society rather than any external con-

Editorial Comment—P14

siderations, but the junta's decision to restore democracy has won majority support.

"The necessity for continuity of our national institutions must be a fundamental and unbreakable principle, meaning that the 'coup-plotting' mentality must remain foreign to our politics," the document said.

Terror swoops

The bishops also called for "effective steps" to resolve the "grave problem" of the thousands of Argentine citizens who vanished during the military's offensive against terrorism and subversion during the 1970s.

The problem of the "disappeared" has provoked nothing but antagonism and non-co-operation so far from military officers determined that their anti-terrorist activities should not be investigated by a future civilian government.

Cardinal Juan Carlos Aramburu, President of the Argentine Episcopal Conference, said an investigation of the *desaparecidos* was "an essential requirement for reconciliation."

Reflecting on the effects of the Falklands war, the bishops said the conflict had awoken values in Argentines that had long seemed dormant.

'Evil of disaccord'

But while the unity, bravery and sacrifices displayed during the conflict were of great importance, an "evil of disaccord" was now showing itself "just at the moment when unity is most urgent."

'Ugly duckling' of S. Atlantic home

By COLIN RANDALL

THE "ugly duckling" of the Falklands campaign, a cluttered and ungainly supply vessel which worked minor miracles repairing battle-damaged Task Force ships, led one of her satisfied customers into Portsmouth yesterday.

The Swedish-owned Stena Seaspread, 6,061 tons, is normally used in North Sea oilfields to support diving operations.

Yesterday, she docked a few minutes before the logistic landing ship Sir Lancelot, 3,270 tons, which was lucky to return from the South Atlantic.

Stena Seaspread's indispensable role in the British victory has received little general recognition. But a message from Adml Sir John Fieldhouse, Commander-in-Chief, Fleet, warmly praised her "unique contribution" to the operation's success.

Safe journey

Highly-skilled naval technicians carried out a wide range of work, including heavy structural repairs, rewiring weapons systems, complete engine changes and the underwater replacement of a frigate's propeller blade.

All this was done 250 miles east of the Falklands in weather remembered by Capt. Paul Badcock, a commander of Naval Party 1810, as "some of the

wildest imaginable." Most ships were returned to battle, but one or two more seriously damaged could only be patched up to enable a safe journey home.

Sir Lancelot, a Royal Fleet Auxiliary vessel manned by a merchant crew, was one of 10 ships damaged in action and repaired by the Stena Seaspread's repair parties.

At one stage, Sir Lancelot had been abandoned by her crew in San Carlos Water after a fierce enemy air attack left an unexploded 1,000lb bomb lodged below decks. A second attack, as the ship lay deserted a few hundred yards offshore the next caused further damage and shell-fire tore a hole in the bridge.

The crew spent some time on land and then in another ship before returning to Sir Lancelot after bomb-disposal experts had removed the bomb.

"We undoubtedly have a most lucky ship," said Capt. Christopher Purtocher-Wydenbruck, 59, master of the Sir Lancelot. "The Argentines attacked with Skyhawks and Mirages. We had just 30 seconds' warning. They came out of the hills and then whoosh."

Hundreds of cheering relatives welcomed home the Stena Seaspread the Sir Lancelot and the patrol submarine Onyx, 1,610 tons.

Plot reports

The Roman Catholic Church has not been notably successful in curbing the military's activities in the past, but its stern insistence on the importance of restoring democracy may help to relieve some of the pessimism that hangs over Buenos Aires and its plot reports.

Even Gen. Galtieri, the ousted head of the junta, was said to have been sounding out fellow officers recently about their ideas for the future.

Blunt denials by Senor Bignone and Gen. Nicolaidis, the army commander in chief, that any plot is being hatched have done nothing to dampen feverish Press speculation.

Turning to the forthcoming election process, the bishops urged the military to relax "state of siege" measures to allow civilian politicians full freedom of speech and organisation.

"You cannot disallow in the name of demagoguery or populism the necessity and honest interests of the people," the document said.

"Democracy as a way of life fundamentally includes liberty.

"In emerging from a state of emergency in which the exercise of rights was limited, it is not strange to find that there are excesses.

"But democracy cannot yield in the defence of liberty even if it sees that there are dangers. That is part of the risk that a nation runs," said the document.

SAPPERS D. Teleg. 20.8.82 AID FUEL SUPPLY

By CHARLES NEVIN
in Port Stanley

FUEL shortages in the Falklands are beginning to ease as communications improve and the sterling work of the Royal Engineers continues.

The Engineers have managed to clear an area of peat near Stanley airfield and are confident they can provide safe access to the main peat stocks by the start of the cutting season next month.

Islanders cut their own peat and then put it into heaps known as "rickles" to allow it to dry for six months.

To meet the shortfall caused by Argentine heating requirements supplies of anthracite are on their way in the Falkland Islands Company charter ship A.E.S. and a sister vessel, due to arrive in September.

The anthracite will be sold at the same price as peat, subsidised, hopefully, said Mr Rex Hunt, the Civil Commissioner, out of the £10 million rehabilitation fund voted by Britain or, failing that, the Falklands appeal.

The two ships will also have kerosene and bottled gas aboard. Until the invasion, petrol and kerosene were provided by the Argentine state oil company, Y.P.F. while the gas was brought in by the state gas company, Gas Del Estado.

Share systems

The Army is providing petrol and kerosene at present, and a round-up and share system similar to that operating with peat has been organised for the gas.

The services have been taking interim supplies of diesel round the settlement by ship and helicopter. Diesel has traditionally been supplied at a very reasonable rate by the Royal Fleet Auxiliaries servicing the ice patrol vessels for the Antarctic territory.

Most of the settlements have not been re-supplied in bulk for six months. But now both the small coastal freighters, the Monsunen, 229 tons, owned by a consortium of farm owners and the Forrest, 144 tons, owned by the Falkland Islands government, are back in operation.

YPF were charging 28 pence a litre before the invasion. The Army are now charging 23 pence a litre. Diesel remains at 74 pence a gallon.

Business opportunities

Meanwhile, business opportunities in the Falklands are ready, waiting and ripe for exploitation Mr Hunt said yesterday.

ARGENTINES WERE NEVER SHORT D. Teleg. 20.8.82 OF AMMUNITION

By Maj.-Gen. EDWARD FURSDON
Defence Correspondent, in Port Stanley, Falklands

THE Argentine Garrison in Port Stanley had good equipment and, contrary to many reports both during the occupation and since, it was never short of ammunition.

The Argentines believed in putting down the heaviest weight of fire possible in any situation—and did so, to which British commandos and battalions who suffered and bravely overcame them will bear witness.

Much of what the Argentines left behind has now been collected.

But a lot of their equipment still remains visible in the as yet uncleared minefield and other outlying battle areas.

Particularly successful was the Argentine's extensive range of modern night-fighting and surveillance aids. Their passive infra-red viewers, image intensifiers, and thermal imagers were excellent, and were used at significant range to great effect during British infantry attacks.

They appreciated the value of the sniper—perhaps a little old-fashioned to some using a machine gun as well as a rifle, and equipped theirs well. The constantly accurate fire brought down at night, for example, even by heavy machine guns as during the battle for Tumbledown, was evidence of some thoughtful application of sophisticated modern techniques.

Excellent radar

The Argentines' electronic warfare and jamming equipment was also good, and they had a number of excellent radars.

Many will remember the television pictures, soon after the invasion, of large amphibious and other troop-carrying vehicles trundling through Stanley. Perhaps because these were found unsuitable for the soft Falklands terrain, they were withdrawn again quite quickly. The only armoured vehicles the garrison possessed were Panhard E.R.V. 90s, but these were never properly deployed.

By contrast, there were modern Land-Rover type Mercedes and Volkswagen vehicles: Dodge, Ford, Chevrolet and Unimog light trucks and heavy Mercedes lorries aplenty.

"The Argentines filled the place up with transport, but there was nowhere for it to go," said Major Tony Ball, officer commanding 10 Field Workshops, part of whose job had been to sort them all out.

For field gunnery I was shown the 105mm pack howitzers the Argentines used; and also the 155mm towed gun they employed when greater range of weight of shell was required. Their use of artillery was different from ours, and it was as effective as the Falklands terrain.

Land-based Exocets

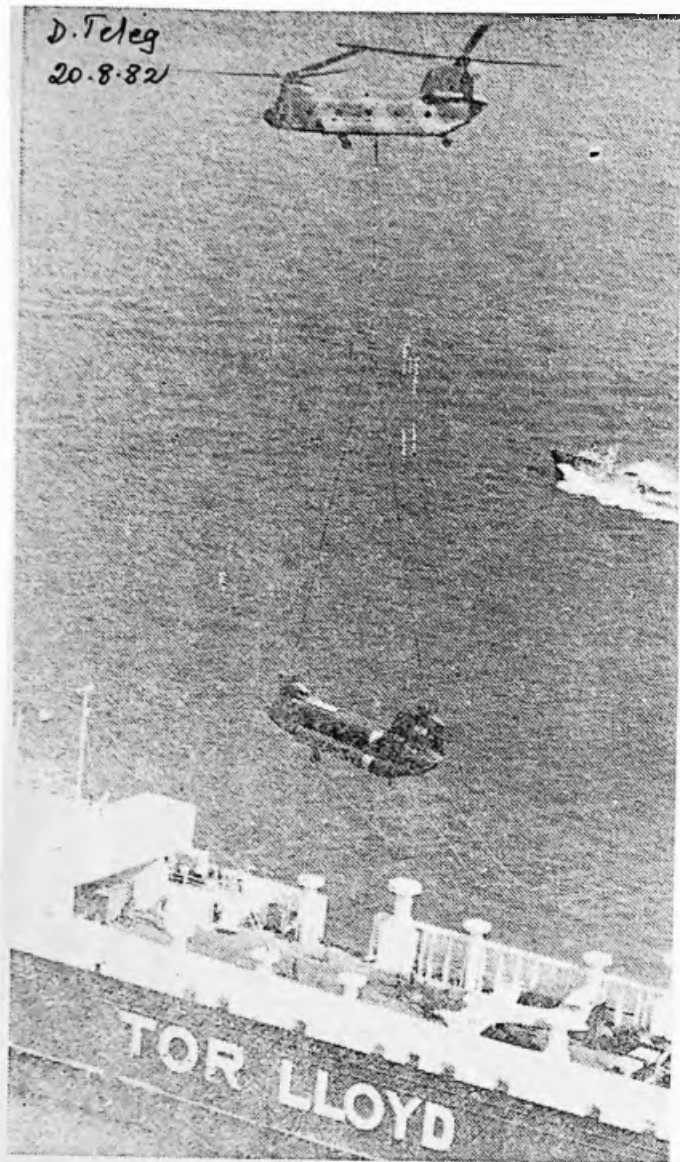
Air defence had obviously been taken very seriously. I saw their Oerlikon 35mm twin-barrelled guns which, linked to their Skyguard radars, were excellent. They also had the Rheinmetall 20mm cannon, together with the French Roland, British Tigercat and Russian Sam 7 missiles.

Around 10,000 small arms of every type were captured. These were mainly FN rifles of different types, but there were also infantry mortars of various calibres, .50, and .30 heavy machine-guns, various hand guns, and even the odd vintage Mauser shotgun!

For anti-armour defence there were 120mm recoilless rifles—with seemingly unlimited ammunition—and the old German Cobra wire-guided missiles. The land-based Exocets were anti-ship, and it was one of these which hit Glamorgan, 6,200 tons. The range of Argentine missiles was modern, sophisticated and lethal.

The Puccara was the Argentine's indigenous ground attack aircraft, of which I have seen a number still "nose-down tail-up" around the Falklands. But they also had a fair number of good helicopters for Troop movement and logistic resupply. These included the Italian Augusta 109, the American Huey and familiar twin-engine Chinook, and the Puma.

D. Teleg
20.8.82



A captured Argentine Chinook helicopter being carried yesterday by an RAF helicopter of the same type from the roll-on, roll-off vessel Tor Caledonia off Portsmouth on its way to the Royal Navy base at Gosport, Hants.

Buenos Aires plan to remove legal ban on strikes

D. Teleg. 20.8.82

By TONY ALLEN-MILLS in Buenos Aires

ARGENTINA'S military rulers are planning to remove a ban on strikes that has been in force for six years.

A growing prospect of trade union militancy has apparently not deterred them.

In a meeting with trade-union leaders on Wednesday night President Bignone promised to lift the ban as a conciliatory gesture of the Government's good faith in restoring democracy in Argentina.

The promise came after the military made no attempt to use force to prevent a 24-hour transport strike from going ahead on Wednesday.

Commuter services hit

The strike over pay demands hit long- and short-distance bus services throughout the country, while separate action by a small group of train drivers badly disrupted commuter services in Buenos Aires.

In the past the military have jailed union leaders and intimidated workers to prevent strikes, but President Bignone appears to have decided the best way to reduce political significance of workers' protests is to treat them as an

entirely normal part of democracy.

But in a more relaxed atmosphere the Government's problem is that severe economic problems caused by soaring inflation are prompting union leaders to ever-greater wage demands.

President Bignone and his economic advisers are expected soon to announce a general round of pay increases to restore some of the purchasing power eroded by inflation running at more than 200 per cent.

Press speculation suggests the Government is planning a September increase of 25 per cent.

The danger is that the inflationary spiral may set off a series of strikes in vital industries, increasing social tension and encouraging dissident military officers in their belief that the Armed Forces should not hand over the country to a civilian Government.

Already there are signs that the Argentine spring, due within a few weeks, will be scarred by union discontent.

Power workers are threatening to strike if their pay demands are not met, the main railway unions are becoming increasingly militant, and there have been hints of a general strike.

Extract from
Sunday Times, London.

2 AUG 1982

Airline plans trips to Falklands war spots

by Simon Freeman

A NEW airline is hoping to capitalise on the "enormous interest" in the Falklands by developing a range of package tours—including trips designed to satisfy the curiosity of military enthusiasts eager to examine the scenes of British war successes, as well as adventure holidays for nature-lovers and walkers. The airline, British Atlantic Airways, has applied for Civil Aviation Authority permission to open a weekly service from Gatwick to Port Stanley.

There are, however, problems for the airline, which was formed this summer by Randolph Fields, a 29-year-old London-based lawyer. It has to overcome the opposition of British Caledonian, the main British carrier to South America, which has no plans, however, to run direct flights to the Falklands.

Captain Alan Hellary, a former chief pilot

and flight operations manager with Laker Airways — one of three Laker men who have joined the new airline, says that he is "hopeful and very excited" about the project. Hellary admits that the runway is the chief problem. "We are hoping to use a DC 10/30 and that needs about 7,200 feet to land," he says. It is not yet known how long the runway will be when it is extended.

The airline's financial status is something of a mystery but the aviation authority says that the airline's applications to operate the Stanley route and also to open a Gatwick-New York service are being taken seriously. Provisional Falklands fares have been set at £650 one way and, as special incentive to tourists, £800 for a round-trip excursion lasting between 14 and 28 days.

Last week Fields was in the United States, apparently negotiating the sale or leasing of planes, and was unavailable for comment. But his London spokesman, Malcolm Bowden, insisted that the company had the necessary financial backing, although he would not give details.

Apart from government work—carrying, for example, mail and supplies—the airline hopes to develop the tourist trade, an idea foreshadowed in the 1976 report on the economic development of the Falklands when Lord Shackleton said that there was room to exploit tourist potential. At that time, of course, he did not reckon on the possibility of attracting military enthusiasts.

The airline insists that it has done its sums properly and that the weekly service is practical. "We are having discussions with a tour operator to develop specialised tours but it's all confidential at the moment," says Malcolm Bowden. "We want to attract people with rucksacks. Nature is big out there — penguins, birds and seals etc. And military enthusiasts will want to see Goose Green and follow the route of 2 Para." He has appealed on the BBC world service to see if Falkland would be prepared to offer bed and breakfast. The response, he says, has been encouraging.



Everything ready for Falklands tourists

Extract from
Daily Star, London

FALKLANDS

By PATRICK HILL

AN EPIC big-screen movie is to be made recalling the Battle for the Falklands.

TV tough guy Lewis Collins, who played Bodie in *The Professionals*, will head a star-studded cast in the £15 million recreation of the war.

The film, *Battle of the South Atlantic*, is being made by producer Euan Lloyd as a personal tribute to the men who fought and died in the victorious bid to recapture the islands.

Lloyd's idea to make the movie stems from the day the Task Force sailed from Britain.

But he was also so angry at the way the BBC and ITV covered the war that his determination to make his own version grew.

Exploits

"The coverage was disgusting," said Lloyd. "Our men were going out there to risk their lives and programmes like *Panorama* only seemed to be fuelling the Argentinian cause.

"I felt so proud of the Forces and I know their exploits captured the imagination of the whole world."

The film will include all the characters involved in the real-life struggle, including Mrs

—NOW THE MOVIE



Lloyd . . . a tribute

Thatcher, Para hero Col H Jones and Task Force Commander Sandy Woodward.

And some of the heroic behind-the-scenes battles of the Royal Marine Special Boat Section will be recreated.

Collins will play a military character, but he is not yet sure which one.

The 31-year-old screen hero who stars as an SAS officer in Lloyd's *Who Dares Wins* this summer had two paratrooper friends killed in the Falklands.

Filming should begin next year around the island of Skye. Lloyd hopes the epic will prove as big a box-office hit as his other films, *The Wild Geese*

and *The Sea Wolves*.

And his idea was given the thumbs-up by one of the real-life heroes of the Falklands yesterday.

Capt. Philip Roberts, skipper of the *Sir Galahad* landing ship on which 50 Welsh Guardsmen were killed at Bluff Cove, said: "I think it is a very good idea as long as they stick to the facts.

"It would be a great tribute to the lads — especially those who didn't come back."

Collins said yesterday: "I am very happy with the new tie-up with Euan — but I would like to do some other work as well.

"I have had offers for theatre work which I want to get back to and it will be a question of sorting out when I will have time."

Extract from
Guardian, London.

Brave operator kept the kelpers in touch

From Paul Keel
in Port Stanley

IF EILEEN Vidal doesn't get a medal for her selfless work during the Argentine occupation of the Falklands, there will be something approaching an insurrection in this otherwise docile colony.

On the morning that the invaders landed at Port Stanley, Eileen was, as usual, one of the first out on the streets of the capital. The only difference this time was the improvised white flag.

She quickly gathered that the passive gesture was not necessary. The young Argentine conscripts she passed were as bemused as herself. "They didn't even know where they were, let alone what they were here for."

Neither did they realise that this mother of 12, who must have appeared a harmless middle-aged housewife, was about to perform one of the first acts of civilian resistance against their presence.

Commander's appeal, page 6

Eileen is the operator for the Falkland Islands Government radio telephone service, a high-frequency network which connects the 40 outlying settlements across the 4,618 square miles of East and West Falkland. Without it, internal communications between the kelpers would be impossible. Their isolation would be complete.

The nerve centre of this service, which exists primarily for life and death communications, is in a wood plank hut, no bigger than an English suburban tool shed, set in a drab Stanley back street.

It was in there that invasion morning, amongst the exposed junction boxes, the flex cord tangle, and the ancient three-bar electric fire, that Eileen sent out the first messages about Argentine troop numbers and their deployment around the capital, to HMS Endurance which was then in nautical exile, somewhere off the islands.

The respect and affection that Eileen was to earn among the islanders, however, was for maintaining their aerial lifeline throughout the Argentine occupation. During the whole period she doggedly refused the invaders' order to say "Puerto Rivero calling" when she went on the air. It was always "Stanley calling" when Eileen opened the service.

It starts each morning at 8 am when the drab little hut becomes the ears and voice of the islands.

"Hello Stanley, hello Stanley. This is Fox Bay West calling; are you receiving?"

"Yes, hello Fox Bay, this is Stanley. What's it like down your way this morning?"

"Oh you know, Eileen, it's a bit dreary, but it's not as



Commander West (right) with his wife, Rosie, and Lord Morley, Lord-Lieutenant of Devon at yesterday's service

Tribute to Ardent's dead

ABOUT 600 people attended a memorial service yesterday to the 22 men who died when the warship HMS Ardent was sunk in the Falklands.

A further 30 men were injured after the frigate, the first Devonport ship to be lost, was struck by two 1,000 lb bombs on the day British troops established the San Carlos beach-head.

At the church of St Nicholas on the shore base HMS Drake at Devonport dockyard, survivors and their families mingled with the relatives of the dead at the 45-minute service.

Service chiefs and civic leaders—including representatives from Ardent's adopted town, Milford Haven—were among the congregation. So were sailors who saw action with Ardent's sister ships, Alacrity, Arrow and Ambuscade—and survivors from the Antelope, which was also destroyed.

Also present were Captain Brian Turner,

president of the board of inquiry into the loss of Ardent, and the ship's captain, Commander Alan West, aged 51.

Commander West said: "It's not really possible to explain how a captain feels when he has just lost his ship. It was a terrible shock, but now I think I have got it into perspective and can balance what we lost against what we achieved."

"The highest tribute I can pay those who died is that most of them were helping casualties and fighting fires and floods from the first bomb when the next one hit us. My men were brilliant and very steadfast."

The service was conducted by Navy chaplain, the Rev. Bernard Marshall.

The task force's main hospital ship, SS Uganda—normally a schoolchildren's cruise ship—is due to arrive in Southampton this morning. On board are 621 men of the 1/7 Gurkha Rifles and 155 medical and field medical staff.

"Dr Bruce here, Dr Bruce here, Are we all fit and well this morning?" he asks the 800-odd inhabitants of the remote settlements.

Dr Bruce Marsden, an old Mancunian, has been in the Falklands only a few weeks. But already his affable northern style has gained the confidence of the reserved kelpers. The doctor talks to the station managers who treat the farmhands, under his instructions from a standardised medicine chest kept on all the settlements.

It's not always straightforward, Dr Bruce recently spent frantic minutes looking through patients' records for a woman called Carmen Gardner. It was not until Eileen intervened and got the station manager to repeat the name that all became clear.

"Cowman Gardner," she explained to the doctor, who had not then appreciated the sometimes tenuous relationships between employer and employee on certain settlements.

Extract from
Irish Independent, Dublin

Value of stamps falls

From Colm Boland
in London

PRICES of collectors' stamps have been hit by the recession according to the 1983 edition of "The British Commonwealth Catalogue" — traditionally used to gauge the current stamp market — which is to be published tomorrow.

Even the Great Britain penny black of 1890, the world's first postage stamp, is valued for 1983 at £190 sterling, the same value put on it in 1981.

A mint Great Britain £1 stamp of 1913 is down from £2,000 to £1,350. A Gibraltar £5 stamp of 1925 is down from £2,750 to £1,800 and a Nauru 1916 10-shilling stamp is valued at £650 compared to £1,200 a year ago.

Surprisingly, a Falkland Islands 1933 Centenary of British Administration stamp is down to £1,800 compared to its highest-ever value in 1981 of £4,500.

Mr David Stokes, the managing-director of Stanley Gibbons, publishers of the catalogue said: "Today is an ideal time for buyers, and the lower prices are attracting new collectors. Many items are well below their market potential, forced down by the recession."

INTERNATIONAL PRESS-CUTTING
Lancaster House,
70 Newington Causeway, London

Extract from
Western Mail, Cardiff

31 JUL 1982

Sorting out the funds

SIR.—The Falklands Appeal was launched on June 10, to help the islanders to normalise their lives as quickly as possible. We have raised some £80,000 but are finding that confusion exists between the various funds which have been set up.

The South Atlantic Fund was set up by the Government to benefit existing services and merchant marine charities which in turn would help the dependants of those members of the task force killed or wounded during the campaign.

The fund may not be used for the benefit of the Falkland Islanders.

The Falklands appeal is a non-charitable trust set up under the patronage of Lord Shackleton to assist individual Falkland Islanders who have suffered deprivation.

The trustees have discretion to distribute the fund on the widest possible basis. Donations should be sent to The Falklands Appeal, 12 Greycoat Place, London SW1 or may be paid into any branch of the National Westminster Bank for Account No 242 240 30.

The United Kingdom Falkland Islands Trust is a registered charity established in June 1981 for the longer term benefit of the islanders, to which covenanted contributions may be made and sent to 2 Greycoat Place, London SW1.

The most urgent need is for cash donations to the Falklands Appeal so that the islanders can be speedily helped to regain their peaceful way of life.

Any monies remaining after the immediate needs of the islanders have been met will be passed to the United Kingdom Falkland Islands Trust.

We should like to thank all those who have already contributed so generously to the Falklands Appeal.

ALAN MILLS,
Appeal Director,
Falklands Appeal,
Westminster,
London.

Extract from
Guardian, London.

Falkland trading routes assessed

By Patrick Keatley,
Diplomatic Correspondent

Britain is making diplomatic inquiries in three South American countries with a view to reestablishing commercial air and sea links with the Falklands. This is in readiness for the time when the present military supply line ceases to handle civilian supplies of goods and oil. Chile, Brazil, and Uruguay are all in the running.

The route favoured by the Falklanders is the 1,200-mile link to the Uruguayan capital, Montevideo. The Falklands Islands Company maintained monthly sailings on this route up to 1971 when the ship being used was withdrawn, and Argentina — with backing from the Heath Government in London — stepped in with a twice-weekly air service.

Heavy supplies continued to come by sea on board a Scandinavian freighter calling at Port Stanley once every three months. It has just made its first visit since the end of the fighting.

At present, as an emergency measure, Falklanders with an urgent need to go abroad can arrange transport with the RAF, but must reimburse the Treasury at commercial airline rates.

The 500-mile journey to the port of Punta Arenas, in southern Chile, is the shortest and cheapest sea link from Port Stanley and was served by an elderly freighter until last January when Argentine financial pressures succeeded in closing the service.

The British minister of state for Latin American affairs, Mr Cranley Onslow, is making inquiries during his present three-day visit to Brazil.

The Brazilian city of Porto Alegre is 1,600 miles from Port Stanley, which means that a small vessel with capacity for a dozen passengers and some freight would be kept fully occupied providing three round trips a month.

There is no immediate prospect of air services to Uruguay or Brazil because the Port Stanley runway, even when repaired, will be too short for modern long-range airliners. When the planned extension is carried out, there will still be a problem of Government subsidy, on the lines of the Hebridean air services, because the Falklands community itself is so small.

The Argentine Government air service, from Port Stanley to Rivadavia, was subsidised by the Junta for political reasons. That route was just 600 miles. Mr Onslow may well find himself drawn to the idea of the short air link to Punta Arenas, of some 450 miles, if a way can be found to ensure safe passage for planes.

Leader comment, page 8;
Paul Keel, page 13

Extract from
Sunday Telegraph, London.

- 8 AUG 1982

'Little niggles' mar Falklands honeymoon

MR JOHN CHEEK, a Falklands legislative councillor, jumped to his feet. He had just seen a member of Her Majesty's armed forces pedalling on what looked like his bicycle, reportedly liberated by 2 Para shortly after the surrender.

He returned minutes later, without breath or bicycle, but still smiling. "Missed him," said Mr Cheek, content to wait until the next appearance of the mystery cyclist and his machine.

His lack of any irritation is indicative of the relationship between liberators and liberated on the Falkland Islands — the honeymoon continues, supported by tolerance on one side and disciplined behaviour on the other.

But the incident also shows the opportunities for friction when an isolated, unsophisticated community, which has undergone the trauma of armed occupation, finds itself once again filled to bursting with uniformed men, albeit friendly ones.

HOSPITAL SIGN

"Little niggles" is how Mr Cheek describes complaints or frictions. The army puts up a field hospital sign outside the town's hospital and does not put up a civilian one next to it. A site for a bakery is chosen on a play area and mothers remove the army withdraws.

A classic incident is the affair of the street signs.

The Queen's Own Highlanders, who have been doing a highly-praised job of clearing up Stanley, took down some of the street signs to repaint them. The residents dashed out thinking they were being taken for souvenirs.

"Niggly little things," says Mr Cheek. "But people are, naturally enough, a bit touchy at the moment and there is not enough information being passed on."

His main concern is accommodation. There are nearly 1,700 troops living in Stanley, 440 of them sharing houses with local families, the rest on their own in private houses like in Government buildings like the gymnasium and social centre halls. This in a town with a civilian population of 800.

CLOSE CONTACT

The army pays families putting up troops £1.50 per soldier per night, but tension can only increase with this close contact, says Mr Cheek.

"The people want to be hospitable and have half a dozen soldiers living with them, but even if you have half a dozen relatives staying with you, you soon get a bit cheesed off."

Major-General David Thorne,

By CHARLES NEVIN
in Port Stanley

the military Commissioner, has said that he hopes to have the troops away from Stanley and in tented accommodation within two months and in permanent hard-standing facilities within three to four months after that.

Mr Dick Baker, Chief Secretary to the Falkland Islands Government, agrees that accommodation in Stanley is the potential point of friction but describes the general's statement as the light at the end of the tunnel.

AIR DEFENCE

There have been complaints, says Mr Baker, who has 23 servicemen sharing his house, that the garrison camps should have been built before the extension to the runway.

The decision to work on the runway before all else was taken because of the need to safeguard air defence by introducing Nimrods and Phantom fighters.

Mr Baker says the islanders

have been "extremely lucky" with the troops they have had and with their behaviour in a place with so little in the way of entertainment.

Mr David Castle, manager of the large General West Store pursues the point. "While they've got plenty to do, cleaning up and unloading, they are alright. It's when they get bored the trouble starts."



Maj Gen David Thorne

Extract from
Hansard (House of Commons Report)
London

26 JUL 1982

Falkland Islands

3003

Mr. Ennals asked the Prime Minister what inquiries she has made concerning the living conditions of British troops of 63 Squadron, Royal Air Force, on the Falkland Islands outlined to her by the right hon. Member for Norwich, North in his letter of 17 July; what action has been taken to improve the situation; and if she will make a statement.

The Prime Minister: I have established that 63 Squadron RAF Regiment have to live in tents because of their operational role, which is to man Rapier batteries deployed around the perimeters of Port Stanley airfield. Nearly all the other troops in the garrison are accommodated either in ships or in buildings. The full range of special protective clothing and bedding is available and additional arctic clothing is provided for those in particularly exposed positions. Food is of good quality. Everything possible is being done to improve the situation. On 22 July prefabricated accommodation for 3,000 people arrived in the Falkland Islands. I have written to the right hon. Gentleman setting out the position in more detail.

Extract from
Hansard (House of Commons Report)
London

Falkland Islands (Accommodation)

3003

Mr. Ennals asked the Secretary of State for Defence why accommodation units for troops stationed in the Falkland Islands were not made available until 22 July.

Mr. Wiggin: Hutting units were ordered well before the Falkland Islands were liberated. Those available quickly from industry required additional floor insulation and double glazing. They were subsequently despatched on the first available ship and have been at the Falkland Islands since the 22 July. The off loading of stores from ships into an extremely congested area ashore—itsself a most difficult task in the conditions at Port Stanley harbour—is being done in accordance with the operational and logistic priorities set by the land commander on the spot, Major-General Thorne. He is fully conscious of the need to provide adequate accommodation for his troops and his present assessment is that, in the circumstances, the bulk of the troops are reasonably comfortable, warm

and well fed. He will be devoting engineer resources to improving conditions where necessary over the next few months.

The main priority task at present is the extension of the runway at Port Stanley airport to accept RAF air defence aircraft, and off loading facilities and engineer resources will be devoted to that first. Planning and preparation for the construction of the huts continues, including of course clearance of mines and removal of abandoned ammunition; work will start on site as soon as possible, but this is unlikely to be for some weeks.

Extract from
Hansard (House of Commons Report)
London

26 JUL 1982
DEFENCE

3003

Falkland Islands (Compensation)

Mr. Wigley asked the Secretary of State for Defence what have been the total payments to civilians as a result of the Falklands war by way of compensation or other payment.

Mr. Pattie: It is too early to say what total payments over and above normal pay and allowances will be made to civilians employed by the Ministry of Defence as a result of the Falklands conflict.

Extract from
British Business, London

12 AUG 1982

Extra £10m for

Britain will make up to £10m available to meet the costs of rehabilitation work in the Falkland Islands, Neil Marten, Minister for Overseas Development, announced on 29 July.

The cash will be spent on prefabricated housing, building materials and other essential supplies needed quickly. It will also meet the cost of replacing civil aircraft for the Falkland Islands government air service, rehabilitation of water supplies, sewerage and electricity systems and other works which may prove necessary.

In a written reply to a parliamentary question, Mr Marten said parliamentary approval for this new service would be sought in a supplementary estimate for the overseas aid vote. Pending

Mr. Ennals asked the Secretary of State for Defence by what date all Service men serving on the Falklands were provided with special protective clothing and bedding, and additional sleeping bags; and why there was a delay in providing such protection.

Mr. Wiggin: All Service men as they left the United Kingdom for the South Atlantic took with them clothing and sleeping bags suitable for the conditions envisaged in the Falklands. These included a mixture of arctic, temperate and special foul weather garments. In the course of the land operations, the unusually wet conditions led to a need for additional sleeping bags so as to allow the more frequent drying out of those issued. Like all requirements for our forces in the Falklands, this was given a very high priority by the Ministry of Defence, and authority to issue the necessary items from store was given within hours of the receipt of the request on the 6 June.

The total consignment was delivered to RAF Lyneham by 9 June and arrived on Ascension Island on 11 June. The sleeping bags were subsequently airdropped in batches in accordance with logistic priorities between 15 and 17 June in East Falklands while operations were still in progress.

30 JUL 1982

WAR ISLE BARRY'S LAST MOMENTS

A MAN from Rochester was killed in a road accident only a few weeks after being rescued from South Georgia following the Argentine invasion.



Inquest told of car plunge

the west-bound carriageway. Hereford City coroner Charles Phillips Powell was told.

The coroner recorded a verdict of accidental death on 28-year-old Mr Wheeler who died

from head injuries at the scene of the accident.

The inquest heard that Mr Wheeler and a passenger, neither of whom were wearing seat belts, were thrown through the open hard-

top sun roof.

The passenger William Armstrong, 30, of Heddington, East Lothian, said he and Mr Wheeler had arrived in Ross at the beginning of June. They were with the British Antarctic

Survey Team and a building was being constructed for them in the town.

On June 6, he went with Mr Wheeler to Monmouth. On the way back, they were travelling at about 60 mph and he was looking at the scenery.

He heard Mr Wheeler say: "Bloody hell!" The car veered to the right, crossed the road and, after hitting the curb, went down the bank to the road below.

Mr Armstrong said he thought the accident happened because of the car's steering. Mr Wheeler had said to him that morning that there was too much steering play and the car was booked to go in to a garage next day.

Rodney Whitfield, of Kidlington, Oxford, was driving the car travelling behind. He said he saw Mr Wheeler's car go close to the central reservation. The car was corrected but then went back again.

Control

When the car went on to the central reservation, it created a lot of dust and he lost sight of it.

PC David Banks, vehicle examiner, said Mr Wheeler's car was in good condition and well maintained. He found no defects to adversely affect the driver's control. There was no excess wear on the steering and it appeared perfectly all right.

The coroner said that neither Mr Wheeler nor Mr Armstrong would have been thrown from the car had they been wearing seat belts.

- 4 AUG 1982

Stamps of the Falklands

By Joseph Cannon

IN THE FALKLAND Islands an issue of postage stamps was to have appeared on April 19th 1982 to commemorate the centenary of the death of the great naturalist Charles Darwin, and the 150th anniversary of his famous world voyage on HMS "Beagle" — engaged on a scientific expedition. Four special stamps were prepared for issue, depicting Darwin as a young man, his microscope, the Falkland fox, and the ship "Beagle". Three other island colonies of Great Britain — Ascension Island, St Helena, and Mauritius — were provided with special sets of stamps for the occasion on April 19th, these, and the Falklands were places at which Darwin called during his memorable voyage, which lasted from 1831 to 1836. And Britain has also commemorated the centenary with stamps.

As the Falkland Islands were in Argentine occupation when the stamps were due for release one wonders what will become of the issue, and whether stocks had arrived there.

* * *

FOR A POPULATION of less than 2,000 the Falklands have had a lot of unnecessary issues, especially in recent years, but one must admit that there is an abundance of attractive pictorial stamps in this group, and they have illustrated every aspect of island life and scenery, and anything else there is to see. And as well as having provided the Falklands with stamps, the authorities



in London have supplied separate issues for the Falkland Island Dependencies, and South Georgia, with its millions of penguins, has had stamps of its own — though it is hard to see of what practical use they are, as the penguins do not need them. However, all these issues do proclaim British sovereignty over the area, and being extremely popular with collectors must raise a considerable amount of revenue. In fact, used stamps from the islands are more desirable, and are mostly worth more than the mint (or unused) specimens, which dealers can obtain direct from the Crown Agents in Britain.

The Falkland Islands have had their own postage stamps since 1878, the first issues showing the head of Queen Victoria. A number of the issues have proved to be remarkably good investments, and the most famous turn-out, the series of 1933 which commemorated the centenary of British occupation (and caused much annoyance in Argentina), is now catalogued at £2,750 in mint condition, the £3,250 used: the face value of the set was just £2.

There were twelve of these fine, recess-printed stamps, in denominations ranging from 1/2d. to £1, with black centres and coloured frames, and they included pictures of a Romney Marsh ram, a whale-catcher, Port Louis, a map of the islands, South Georgia, the Government House at Port Stanley, a lovely king penguin, and a portrait of King George V on the £1 value (now catalogued at £1,500 mint).

* * *

THE LAST ISSUE of Falkland stamps, which appeared in February this year, was devoted, ironically enough, to old ships that were wrecked off the islands — an unusual theme — and according to the *Crown Agents Gazette* there can yet be seen from the capital, Port Stanley, in the space of a mile along the seafront, the hulks of 19th-century ships which came to grief in these South Atlantic waters, "some of them the only remaining examples of their type in the world today". It is stated that there are over 200 known wrecks in the Falklands area. Five of them were depicted on the stamps "as a permanent memorial to those great days of sail"; they came from England, the USA, and Canada. They are: the "Lady Elizabeth", wrecked in the year 1913, the "Capricorn"

wrecked just 100 years ago; the "Jhelum", which came to grief in 1870; the "Snow Squall", an American Clipper Ship, which ended her sailing days in 1864; and the "St Mary", which has been lying at the Falklands since 1890. Some of them had run into trouble rounding Cape Horn. (A couple of the stamps are shown here). As usual the head of Queen Elizabeth appears in the corner of each design.

The notable sea-battle fought off the Falkland Islands at the beginning of the first World War, in December 1914, was commemorated on the 50th anniversary (in 1964) by a special issue of stamps which featured the Battle Memorial there, and three British ships that took part in the naval engagement in which the Germans suffered a severe defeat.

Stamp collectors are long familiar with the "Battle of the Stamps" over the ownership of these islands, which has been going on since the 1930s. Argentina objected strongly to the Centenary issue of 1933, and later took exception to Falkland Dependency stamps showing British territories in the Antarctic area. Argentina has replied with various issues displaying maps which boldly claim the Falklands/Malvinas as part of the national territory.

On the issues of the Falklands and the Dependencies there are plenty of fine pictures of the area and its wildlife, and here is a fertile field for the "thematic" collector; we see whales, penguins, sheep, and other animals, a variety of sea-birds, flowers, fish, and local scenery and landmarks, and there is a wonderful collection of old ships displayed on several turn-outs — and stamps featuring ships are amongst the most popular of all.

* * *

SPECIAL ISSUES have commemorated British royal weddings and anniversaries, and have followed the pattern of other Crown colonies and Commonwealth countries in marking other events. It is of interest that in 1979 the opening of Stanley airport was the occasion for a special issue. In 1980 alone there were five issues, comprising a total of 21 stamps, and 15 new definitive stamps for the Dependencies — for use only in South Georgia and the South Sandwich Islands. But the penguins were not impressed.

A footnote. I remember as a young collector, many years ago, having bought some Falkland Islands Centenary stamps in mint condition, and realising that these labels, sold direct to dealers by the Crown Agents in London, had never made the journey to the Falklands, I decided to affix a dozen or so of the 1/2d. stamps (which depicted a sheep) to envelopes addressed to myself, and to ask the Postmaster at Port Stanley to mail them back to me. One old halfpenny was the postage on an unsealed envelope that would travel 8,000 miles! Back came the covers several months later, but I have not got a single one of them now. These used halfpenny stamps, the lowest denomination of the issue, are now catalogued at £3.50 apiece.

Extract from
Guardian, London.

PAUL KEEL, in Port Stanley, talks to Rex Hunt and General David Thorne, civil and military commissioners of the Falkland

Coming to terms with the military presence



How would you define your particular role in the partnership?

Rex Hunt: I exercise all the civil functions that I used to exercise as Governor, but I'm relieved of responsibility for the defence of the islands. I am no longer the commander-in-chief of the military here.

General Thorne: There is no doubt that we are in a position here of listening and learning as far as the Falklands are concerned. Because of that need to learn about the society and indeed to fit in with it, I see the Civil Commissioner as number one. I advise him on defence and see that that defence is efficient and seek ways of helping him in his very considerable job of giving back to this community a full measure of self-confidence.

What adjustments have you had to make to accommodate a partner?

Rex Hunt: I find that it takes up a lot of my time. I'm seeing far more of the military than when in command of 43 Marines. There are all sorts of problems to be ironed out when you have a large military presence. Accommodation is the big one—for instance, we've had to negotiate with the military to get our courthouse back which they were using. We had to find alternative accom-

modation for them. But it is all very amicable. I could not wish for a more cooperative partner than General Thorne.

General Thorne: I'm not conscious of having to make any adjustments because the Civil Commissioner is a very easy person to work with. We don't meet that often, but when we do we complete our business very quickly. As always happens between reasonable people, a lot can be achieved in a short space of time. That does not mean that we are always going to agree.

How do you see the civilian and military interests on these islands being reconciled?

Rex Hunt: I see the civilians deriving a lot of benefits from the military presence. We've already seen this in the rapid way the Army helped restore water and electricity supplies to a massively-expanded community here in Port Stanley. Just the other day an Army Chinook helicopter flew in 150 carcasses of mutton from Weddell Island for the capital. That would have taken weeks to get in because of the shortage of shipping. In the long term, when the Army have their own permanent camps they will provide entertainment which will also be enjoyed by the civilian population.

PEACE may have returned to the Falklands, but it is not of the tranquil variety to which the islanders were once accustomed. Restoring that kind of calm is probably impossible, but there are two men on the islands who regard it as their duty to at least attempt it.

With their different outlooks and preoccupations, both Mr Rex Hunt, the Civil Commissioner, and Major-General David Thorne, the Military Commissioner, see that objective as their main challenge.

Together they form a unique system of government which, in practice, is more of an administrative convenience than a true partnership. General Thorne has at his fingertips the command of an impressive machine of men and materials, but Mr Hunt has to grapple for what he can get from government departments 8,000 miles away.

As long as those circumstances prevail, the two men cannot be regarded as equals, but in separate interviews both Mr Hunt and General Thorne expressed similar hopes and fears.—Paul Keel.

Rex Hunt

General Thorne: I see it being reconciled by a conscious effort in which both sides realise that this is necessary. I believe that the servicemen under my command have got to be particularly sensitive to the fact that they are a tremendous injection of new blood into a society that was self-contained before. We have got to seek actively to be in tune, while not allowing that effort to prevent our defensive role from being totally effective.

Are there any areas which you regard as particularly sensitive or likely to lead to a conflict of interests?

Rex Hunt: The biggest potential area for conflict is women. We need more women. Obviously these girls here are going to be much sought after—they are already outnumbered by the civilian men. The Marines used to take one or two girls away, but with 2,000 troops the competition is going to be much keener and young men here may get a little fed up if they see their potential wives being taken away by the military.

General Thorne: I can only say that in my short time here I have found a great willingness on both sides not so much to compromise, but to seek to understand each other's problems.

If that remains then any friction will be short-lived. There are times when servicemen, particularly when they are under pressure, will slip up. We try not to, but if we fail in that instance we are going to be very quick to put the matter right.

When Nicholas Ridley came here as Foreign Minister in November 1980 he said it was not "reasonable" to expect Britain to maintain a military base here for 50 years. What would you say to that now?

Rex Hunt: I think that after what the Argentinians have done it is reasonable to expect Britain to keep a defence force here for 50 years. I would hope that if we could get our economy going the islanders will be able to shoulder some of the burden of that cost. The islanders won't expect Britain to foot all of the bill all of the time.

General Thorne: In a pure military sense, to maintain a force here is perfectly reasonable. We are proving it now and it will prove easier as we get more established. I do not think the problem is strictly a military one. It may well lie much more in the pressure maintaining a force here puts on our other commitments elsewhere in the world. But that is one primarily for others to answer rather than myself.

Mr Ridley also said that with a large garrison stationed here following a war with Argentina, the islanders would be in a state of siege. Are they now in a state of siege?

Rex Hunt: They are now because we depend entirely on the military for our communications. I would hope that we can develop civilian air and sea communications with Chile, Uruguay or Brazil, but not Argentina.

General Thorne: The answer is no. They are in a state of rebirth as a result of the re-taking of these islands in such a convincing fashion from the Argentine forces and the confidence that they have from our presence in sufficient strength on the islands.

What do you regard as the biggest challenge facing the islands today?

Rex Hunt: To absorb the much larger population and the greater wealth that will follow without it affecting their way of life. The danger is that they will be spoiled by the money that flows in and by the sheer numbers of extra people.

General Thorne: To stay at peace with itself, they had a certain world here, but it is changing and they must be alert. This is a lovely place with a special feel about it.



General Thorne

But I think their greatest challenge is to keep faith with themselves and the young that follow after so that they can again find that peace they once had.

What, if anything, do you think needs changing or reforming on these islands?

Rex Hunt: I think we should get away from absentee landlords and the big ranches. We should move towards owner-occupier small farms.

General Thorne: I believe that is for the islanders to decide in conjunction with the Civil Commissioner and the United Kingdom Government.

If you, in your position as Commissioner, could demand and instantly receive any one thing for the welfare and development of the islands, what would it be?

Rex Hunt: The ownership of the land. Then I could dish it out.

General Thorne: A 10,000 ft runway at the airfield. But I think that has economic and civil implications and so I would want to listen very carefully to the needs and wishes of the islanders.

What are your own hopes for the future of the islands?

Rex Hunt: I would like to see a steady increase in the civilian population of the islands to around 2,500. Then

it would be viable, then it would be self-generating, and we would have more private initiative and enterprise.

General Thorne: That the people of these islands should have confidence in the future and that they should believe in themselves. I want to do anything I can to help them settle down to a good future. Just how that is created and developed must be for them to decide. Really the most important thing in life is happiness and that comes from a complete and active life. That is what I would wish for them.

What do you regard as your biggest personal challenge?

Rex Hunt: Preserving the quality of life that the islanders have now in the face of all the developments that are going to happen.

General Thorne: To keep the servicemen here totally motivated by creating a system of training which they find progressive and really challenging and which will be of value to them not only in defending these islands but throughout the rest of their careers. So when they leave these islands and they are sitting by the fire looking at the flames, they will look back at their experience here and they will be glad they did it.

LANCASTER HOUSE
70, NEWINGTON CAUSEWAY
LONDON, S.E.1.

Extract from

The Birmingham Post

Date 30 JUL 1982

(see information overleaf)

The ship that survived without a scratch

The ship they call lucky sailed home from the Falklands yesterday without a scratch on her.

The helicopter support ship, Engadine, with 190 Navy men and civilians was the ship from which Prince Andrew made his celebrated rescue of a submariner last December returned to Devonport to the now-familiar ecstatic welcome.

She survived a dozen air attacks in San Carlos water — known as bomb alley — and carried out major repairs to 66 front line helicopters. Captain David Freeman said: "We always have been a lucky ship and we certainly lived up to our reputation."

On the ship's stern stood two 105 millimetre Howitzers, abandoned by the Argentinians on the outskirts of Port Stanley during the final British push.

In the captain's cabin were two captured Argentinian Light machine guns. About the ship, there were more souvenirs of

war including enemy pistols, helmets and ration packs.

As two helicopters of 847 Squadron flew from the ship to their Yeovilton base in Somerset, Capt Freeman, aged 44 from Portsmouth, said his worst moments were the eerie silences which followed each air raid warning.

"Nobody said a thing. They just waited and waited. The silence was uncanny and I shall never forget it."

"The lads were as keen as mustard. I have nothing but praise for them. There was no shortage of volunteers waiting to be trained as gunners."

A 30-year-old nurse is the first woman to be sent to the Falkland Islands under the Government-backed reconstruction scheme. Nurse Pauline Lockey, a staff midwife from Bury St. Edmunds, Suffolk, will be one of three nurses at the 28-bed King Edward VII memorial hospital in Port Stanley.

Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from

Yorkshire Evening Press, York

4 AUG 1982

Brid makes huts for Falklands

More than 200 portable buildings made by a Bridlington firm are being shipped to the Falklands in sections to be erected by the Army.

Wyseplan, on the town's industrial estate, rushed the order so that troops would have insulated shelter as soon as possible.

Extract from
Power News, London

JUL 1982



Falklands — A power solution

The answer is blowing in the wind

THE Board is making an effort to introduce windpower generation. I suggest any benefit will be marginal at best and the difficulty in making large windmills will be severe.

The Falkland Islands are however an ideal case for the use of small scale windpower, particularly as oil and other fuels will either have to be transported over long distance or from an unfriendly Argentina.

If the CEGB was to direct some of its effort from the current large scale windpower project to develop windpower for farms on the Falkland Islands, such a project would be welcomed by the general public and possibly the Government.

The power generated could be used for storage heaters, cookers, on the lines of an Aga cooker incorporating stored heat, and lighting using a current controlling device.

Area board engineers would probably be able to assist with the heat storage problems and private enterprise could produce suitable equipment without too much development cost.

It seems unlikely that refrigeration would be required but possibly it could be provided from a heat source on the lines of gas operated refrigerators.

As one understands that money is to be made available to refurbish the Falkland Islands I believe my proposals have a reasonable chance of being effected.

W. H. Boocock, 60 Beckwith Road, Harrogate.

Extract from
Brentwood Gazette

30 JUL 1982

Falklands Appeal

SIR — The Falklands Appeal was launched on June 10 to help the Islanders to normalise their lives as quickly as possible. We have raised some £80,000 but are finding that confusion exists between the various funds which have been set up. I shall be grateful if, through your good offices, the position could be made clear.

• The South Atlantic Fund was set up by the Government to benefit existing Services and Merchant Marine charities which in turn would help the dependents of those members of the Task Force killed or wounded during the campaign. The Fund may not be used for the benefit of the Falkland Islanders.

• The Falklands Appeal is a non-charitable Trust set up under the patronage of Lord Shackleton to assist individual Falkland Islanders who have suffered deprivation. The Trustees have discretion to distribute the fund on the widest possible basis. Donations should be sent to The Falklands Appeal, 12 Greycoat Place, London, SW1 or may be paid into any branch of the National Westminster Bank for Account No 242 240 30.

• The United Kingdom Falkland Islands Trust is a registered Charity

established in June 1981 for the longer term benefit of the Islanders, to which covenanted contributions may be made and sent to 2 Greycoat Place, London, SW1.

The most urgent need is for cash donations to the Falklands Appeal so that the Islanders can be speedily helped to regain their peaceful way of life. Any monies remaining after the immediate needs of the Islanders have been met will be passed to the United Kingdom Falkland Islands Trust.

We should like to thank all those who have already contributed so generously to the Falklands Appeal

ALAN MILLS,
Appeal Director,
Falklands Appeal.

Extract from
Orpington & Kentish Times

29 JUL 1982

CLERGY AND FALKLANDS

M. E. TAYLOR'S letter last week gave much food for thought, after which I feel in complete agreement with the views expressed. Thousands of troops and many Falklanders, who feel they have been used, are now anxious to leave the battleground, and clouds of depression lie over the islands.

An interesting sidelight is the way returning chaplains try to justify the blood-spilling and their participation in an act of retaliation. One said that God asks us to join him in his sufferings! By creating more? While a few churchmen go

along with "official" killing, others are vilified for speaking against it.

It was Mrs Thatcher's war and, a pro-Tory national paper attacks leading clergy as being anti-British for daring to oppose her. So our local churchmen are in good company.

As one of millions of Britons who have suffered in varying degrees under this discredited Government, in no way do I feel un-British for being anti-Thatcher. She just makes me feel ashamed to be British.

C. R. RAYNER,
Leamington Avenue,
Orpington.

Extract from
Guardian, London.

- 6 AUG 1982

Weapons and ships performed well in the Falklands campaign, says minister

Task force equipment 'satisfactory'

Gareth Parry

Weapons and equipment used by the Falklands task force performed satisfactorily, Mr Geoffrey Pattie, a junior Defence Minister, said yesterday. "We did not have any unpleasant surprises," he declared, presenting an interim report.

The report did not amount to an exercise in lessons learnt — this will come in an Autumn White Paper. Nevertheless, service chiefs are believed to be greatly disappointed by the number of "rogue" missiles which misfired.

Although the performance of most of the weapons was good, it is thought that dampness in the missile heads resulting from the 8,000-mile sea voyage, and the necessarily hasty and rough handling involved in

bringing delicate and sophisticated systems like the Rapier anti-aircraft missiles ashore during amphibious landings could have affected them.

Another critical measure which will be given priority will be the de-humanising of warships, making them less comfortable but safer, ridding them of combustible items like foam mattresses and carpets. Naval damage control experts warned of the potential hazard of such simple items long before the huge fires which gutted HMS Sheffield after she was hit by an Exocet missile which did not explode.

Another, more obvious, revision will be a return to all-steel warships after the experience of seeing the lightweight alloys on Antelope and Ardent melt in intense heat. The new type 23 frigates will

be built from steel, "but that had already been decided before the Falklands crisis," said Mr Pattie.

"There is no lurid possibility of a story headlining, death trap ships sent to South Atlantic," he said. The Government has no plans to replace aluminium ships already in service.

The operation to repossess the Falklands Islands and South Georgia had successfully utilised equipment designed primarily for NATO strategy closer to home in the North Atlantic. The hardware success rates should be seen against a background of severe weather and the stress and confusion of war, said Mr Pattie.

On one particular day, June 14, there were 26 warships at sea, 15 Royal Fleet Auxiliaries, another 42 ships taken from

trade, 52 fixed-wing aircraft, and 136 helicopters.

At one time, 22 British Sea Harriers had been outnumbered by 120 Argentinian jet fighter-bombers. Nevertheless, the Argentine Air Force was dealt with successfully, said Mr Pattie. A total of 109 Argentinian aircraft, including 31 A4 Skyhawks and 25 Mirages, were estimated to have been destroyed. The Sea Harriers, armed with Sidewinder missiles, had claimed 27 kills, Sea Wolf missiles, five, Sea Dart, eight, Sea Cat, six, Blowpipe, eight and Rapier, 13. On some days, Argentinian air losses were as many as two-thirds.

Mr Pattie also praised the task force ships. "The high degree of reliability built into the ships and aircraft design, together with large magazine capacity in ships, contributed

to their endurance. The strong hulls and good sea-keeping qualities of the destroyers and frigates provided eminently stable weapons and helicopters launch platforms."

Commenting on the effectiveness of Argentinian Exocet missiles, Mr Pattie said electronic counter-measures had been effectively deployed. The Atlantic Conveyor, a merchant ship which carried no defensive systems, may have been hit by a missile decoyed away from another ship. But apart from this incident, only one other of the five air-launched Exocets thought to have been fired penetrated British defences successfully. The destroyers HMS Sheffield was hit by an Exocet, HMS Glamorgan was hit by a land-launched Exocet, but remained operational.

Government ponders high cost of Falklands 'shuttle'

By Dennis Johnson

The Government has still to consider the long-term implications of maintaining a daily, high-cost supply of RAF Hercules transport aircraft to the Falkland Islands, Mr Peter Blaker, the Minister of State for the Armed Forces, said yesterday.

It emerged during a briefing given to Mr Blaker at RAF Lyneham, Wiltshire, that at least two of the 60-strong Her-

cules fleet fly to the Ascension Island every day on their way to the South Atlantic.

Other Hercules aircraft are at more southerly stages of the 24-hour round trip, carrying passengers and supplies including military equipment and troop rations.

This commitment is on top of Lyneham's routine support of RAF Germany, Northern Ireland, Belize, Cyprus and Hong Kong.

Mr Blaker said: "A lot of

thinking has still to be done." He agreed that it was a heavy extra burden on the tactical support operations.

He was told that some Hercules were being converted into tankers to perform mid-air refuelling on a more permanent basis.

Wing Commander Tony Tolcher, the acting station commander at Lyneham, said that part of the new role would also be to service the Harriers

and Phantoms to be based at Port Stanley.

"I don't see any slackening off in this for a long time," he said. "We have had to introduce other new methods to keep the supplies going when the airfield at Port Stanley is closed for extension works. These will include trailing a hook from the Hercules to snatch the mail suspended from something like a goalpost."

Although the airfield is in

use at present, conditions do not always allow the aircraft to land, and mid-air refuelling has become routine as aircraft have turned back in mid-flight to avoid the risk of fuel shortage.

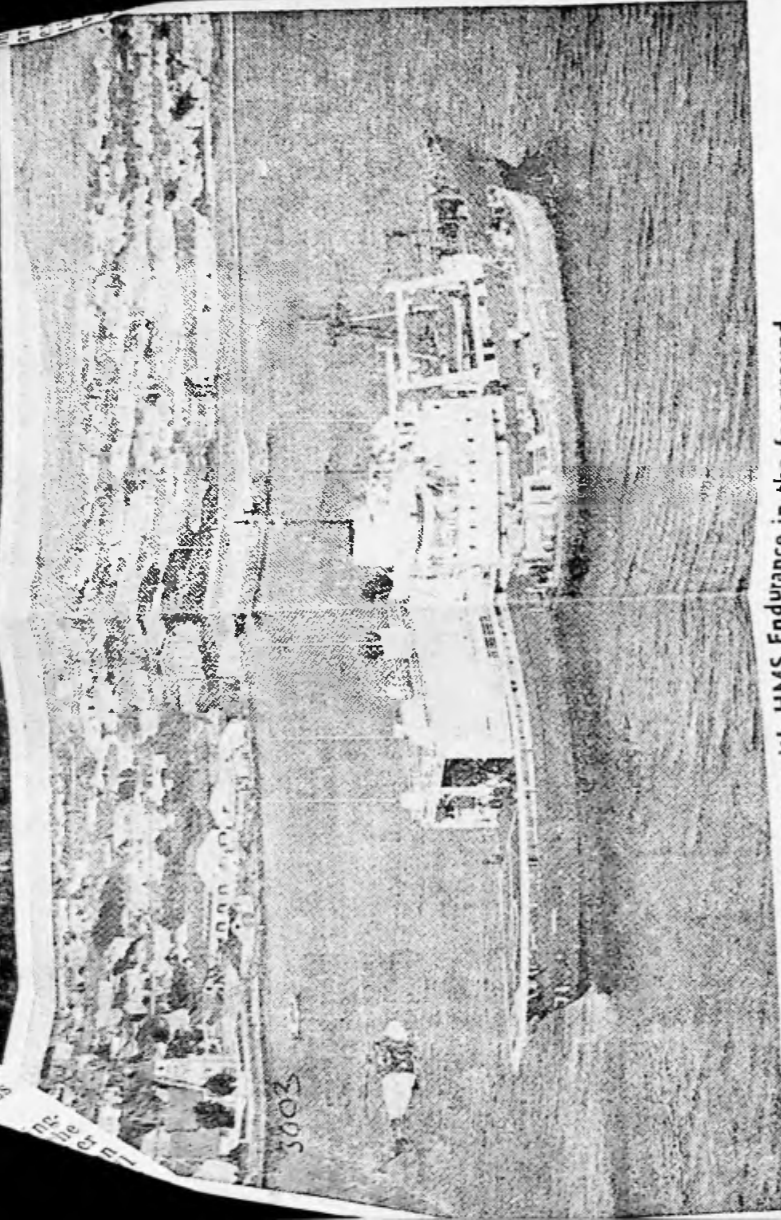
Mr Blaker also thanked the crews for their efforts during the crisis, the Hercules fleet has performed about 3,000 sorties, flown over 20,000 hours, carried 3,500 passengers and 12 million pounds of freight.



Falklands widow Shirley Sullivan taking part in a parachute jump at Aldershot to raise cash for war victims

● 27 JUL 1982

Lord Franks opens his inquiry . . .



Port Stanley with HMS Endurance in the foreground

IN A FEW days' time Lord Franks will examine the reasons why British diplomacy failed and a task force had to be sent 8,000 miles to retake the Falkland Islands.

Mrs Thatcher has decided the inquiry can look where necessary, into events and policy over the last 20 years. But the fundamental mistakes were made in the late sixties and early seventies.

There are eight questions that MUST be answered:

- ① Was it right to make the Falkland Islands dependent on Argentina?
- ② Was it wise to permit the only access to the Colony via their only potential enemy?
- ③ Was it false economy to build an airfield so small that the islands' defences could not be reinforced?
- ④ Why was no action taken to remove the Argentines when they first invaded the Falkland Islands Dependencies in 1977?
- ⑤ Why was no action taken on a large part of Lord Shackleton's report?
- ⑥ Was it right to place the Falkland Islands desk under the Latin American department of the Foreign Office?
- ⑦ Was the Foreign Office properly advised of the dangerous situation in Argentina immediately before the invasion?
- ⑧ How far did the Foreign Office's conciliatory policy encourage Argentina to believe that Britain was willing to give away the Falkland Islands?

Schools

The first alarm bell started to ring way back in 1968 when four members of the Falklands executive council published a document addressed to all British MPs warning that Britain was about to hand over the islands to Argentina without consultation and against the wishes of the islanders.

But the rot really set in with the signing of an agreement between the Argentine Government and that of Edward Heath on July 1, 1971.

The only contact with the South American continent had been by boat through Montevideo, Uruguay. But now all this was set aside, and it was arranged that, in future, the link would be the Argentine military airline LADE, operating first to an Argentine temporary strip in the islands, later to be replaced by a British built airfield at Stanley.

but only large enough to accept planes flying in and from Argentina.

Argentina also offered scholarships at Argentine schools for Falklands children and free hospital facilities for serious cases in Buenos Aires.

Neither worked out. The children were subject to brain washing and the Argentine Government failed to pay the bills.

Finally the Argentines insisted that everyone, including British citizens, visiting the Falkland Islands had to be issued with a visa by the Government in Buenos Aires.

Thus, effectively, Argentina gained control over all entry to and exit from the islands, even of British citizens visiting their own colony.

From December 1968, successive British Ministers have made explicit assurances in the Commons that the Government would not transfer sovereignty against the wishes of the Falkland Islanders.

In spite of this, the Foreign Office continued to pursue its aim of forging closer links between the Falkland Islands and Argentina.

In 1974, there was a further tightening of the Argentine noose when a Labour Government signed an agreement granting the Argentine State Oil Company, YPF, a monopoly to supply all petrol and paraffin to the islands.

It really began to seem as if it was the avowed aim of the Foreign Office to hand over the islands to Argentina, in spite of whatever assurances might be given in Parliament.

by Major Ronald Spafford:

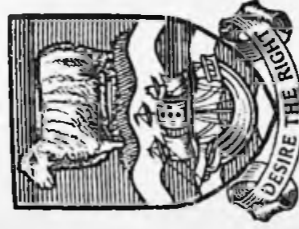
A member of the Falklands Committee

It seemed to the Argentines that they were being helped to recover what they considered to be their lost territory.

There also seemed to be another enemy: the City of London, with its large investments in Argentina.

The businessmen were fearful of losing this trade, if the Falklands boat was rocked.

At the same time, no financiers could be found to develop the vast offshore Falklands resources of oil, fish and seaweed, because, not only were many convinced that Britain would hand the islands over to Argentina, but others were not



The Falkland Islands crest

prepared to rely on the diverse communications to the islands run by Argentina.

This was complicated by a rearrangement within the Foreign Office, removing the Falklands desk from the Atlantic and placing it under the West Indies department and American Latin American priorities.

If the need for good trade relations weighed the need for good trade relations won, Argentina always won. Lord Shackleton's economic survey report, published in July 1976,

which highlighted the resources and the need to together with a strong recommendation to extend Stanley airfield, remains today still largely unimplemented.

The Argentine invasion of the Falklands territory actually began when in February 1977, Argentine military personnel landed on Southern Thule in the South Sandwich Islands, which with South Georgia and some uninhabited rocks comprise the Falkland Islands Dependencies.

Nothing positive was ever done by British Governments to remove them.

The incident helped give credence to the view that Britain would not react if Argentina invaded the Falkland Islands themselves.

The proposals of Nicholas Ridley, when he visited the islands in November 1980 as Minister of State for Foreign Affairs, that the islands should be ceded to Argentina and leased back to Britain, encouraged Argentina to believe the Falklands sovereignty was negotiable.

Gladly

For years the only defences for the islands were 40 Royal Marines, who could not be reinforced, backed up by a virtually unarmed wooden survey vessel HMS Endurance, which the British Government as recently as this year confirmed she would draw and not replace.

All protest was without avail.

When the ambitious and unpredictable General Galtieri faced the growing internal unrest in his country, the chance of a quick and easy capture of the Falklands with minimal reaction from Britain seemed to be the answer.

The Argentine newspapers and TV had been predicting it for months.

The inescapable fact is that it was the most unnecessary and yet predictable war, engendered through lack of resolution and years of feeble diplomacy.

'The alarm bells rang in 1968'

30 JUL 1982

Falkland Islands

Mr. Shore asked the Secretary of State for Foreign and Commonwealth Affairs how many applications for work

permits or resident status were received by the Falkland Islands Administration in each year since 1970; and of these, how many applications were made by Argentine citizens.

Mr. Onslow: The information requested is not available in London. Most of the Falkland Island Government police and immigration records were destroyed at the time of the recent invasion. I shall write to the right hon. Member as soon as possible.

Lady Olga Maitland's Diary



IT SEEMS very likely that Prince Andrew could lead the festivities when the Falkland Islanders celebrate their 150th anniversary in January.

It would certainly have a special significance for them.

At the time they first considered Prince Andrew as their royal representative, they thought of him as a fitting follower to his father, Prince Philip, who was the last royal visitor to the islands in 1957 when he, like Andrew, was a serving naval officer.

But now Prince Andrew, a helicopter pilot with the Falklands Task Force, is no longer just a 22-year-old Royal sub-lieutenant, but an experienced and respected fighting man.

Prince Andrew was always the islanders' first choice as their Royal guest. They had invited him to attend the ceremony even before the Argentines invaded.

From Government House

Why Andrew is wanted so much in the Falklands

in Port Stanley, the former Governor and now Civil Commissioner Rex Hunt tells me: "The councillors were particularly keen, even then, to have Prince Andrew."

"So I wrote to Sir John Fieldhouse, Commander-in-Chief of the Fleet, asking if Prince Andrew could come. When I got back here last month I found his reply waiting for me, which said that they'd sent him out earlier than expected!"

"People here thought it was wonderful that the Queen's son should be sent with the Task Force. So now they are all the keener that he should be here for the anniversary.

It would be wonderful if he came.

"The day before I received the blow-

"As I sat at the window, the wind was blowing. It was a very tough day. The harbour was very rough. The ship was out there. I do not know what the ship will do. I shall not

Andrew to Government House.

"On such a visit he would be treated as a normal serving officer. I would rather welcome him as an official representative of the Queen when he attends our anniversary."

Angela's fictional fairy takes off

ANGELA RIPPON looks set for a prosperous future in children's books.

Indeed, the next time the former BBC newscaster appears on screen will not be her debut for breakfast television next year. It will be this autumn, in a £100,000 commercial promoting her fictional fairy, Victoria Plum.

An animated cartoon of the fairy will jump into Miss Rippon's hands and she will say: "Victoria Plum is a friend to fall in love with."

Certainly there is plenty to attract Miss Rippon financially.

Although she did not invent the character, she has a contract to write four books a year based on Miss Plum. So far there have been eight books translated into many languages. A massive launch is planned in the United States next month. In addition, there are discussions to turn Miss Plum into a television series.

Miss Rippon, 37, is estimated to have made at least £25,000 last year from her little character, and may reasonably expect to earn greater annual sums, I am told, "as long as she can keep going."

Extract from
Daily Telegraph, London.

60m WAR DAMAGE CLAIMS SUBMITTED BY FALKLANDERS

By CHARLES NEVIN in Port Stanley

A TEAM of Government officials will arrive in the Falkland Islands shortly to begin the task of assessing and paying compensation for war damage estimated at £30 million.

Officers from the Claims Commission, experienced at assessing damage caused by the mammoth war games in Germany, will be presented with claims already collected and compiled by military and civilian police officers on the islands.

About 80 per cent. of the expected claims have been received.

"They make compulsive and sometimes poignant reading. One pensioner has made just one claim, for a torch valued at 14. Another claimant wants 50p each for two jars of jam, and another £15 for a wedding ring bought in 1936. Perhaps the biggest single private claim is for £99,512 from the Dennoose Head settlement on West Falkland. Harriers raided the airstrip which was used by Argentine Hercules.

The £30 million can be broken down into three equal parts: damage to the airport, private and other public losses.

Mrs Thatcher has promised to be generous, a stance expounded last week by Mr Granley Onslow, Foreign Office Minister, in the Commons when he said that losses caused by both British and Argentine forces would be compensated.

Tractors smashed

The aim of the compensation, said Mr Hunt, would be to restore the victim to the position he would have been in had there been no loss. What remains to be decided is how widely this will be construed. Whether, for example, lost profits will be paid to shopkeepers.

Mr Mike Butcher has a metal-work and peat-delivery business. Or he did have until the Argentines requisitioned his five tractors and smashed four as well as turning the land around his house into a network of foxholes and gun emplacements.

Now he has got to replace his tractors before the summer comes and peat digging starts. That means getting them from overseas; next to impossible at present, even if he had the money, which he has not.

Much of the peat diggings are out of bounds because of mines. On top of that, there is no demand for metal work at the moment. His claim is for about £16,000.

Sheep lost

Mr Richard Hills is a farmer, leasing 23,000 acres from the Falkland Islands Government and the Falkland Islands Company. He is still paying rent but he cannot get onto his land because of the danger of mines. He had 32 head of cattle and 2,400 sheep. Now he puts his total at 10 head of cattle and 800 sheep. The Argentines shot them for meat and to use their hides for warmth.

"My problem is not only having lost the sheep but the fact that I've also lost next year's earnings on their wool," said Mr Hills. His losses do not end there.

Tin has been stripped from his farmhouse, and barns, fences and pens taken down. A stable has been demolished. He estimates, very roughly, his total losses at about £45,000.

He says: "We are not certain if we are going to be able to get back and farm again because of the danger of the mines. I have farmed for 36 years to build that flock up. The 800 left won't cover the rental and, anyhow, how do I get them off the land?"

Another problem

An Argentine official was said to have reported that the 500lb and 1,000lb bombs had propellers designed to revolve a certain number of times in the air before the weapons became "live."

But many of the attacks had been delivered at such low level to escape British radar and anti-aircraft fire that the bombs did not fall far enough to activate their detonators.

Another problem, according to this Argentine officer, was that some of the bombs were set to explode only after suffering a harder impact than that provided by the thin shells of some British ships. "Some of the ships were like butter," the officer was quoted as saying.

Extract from
Hereford Evening News

30 JUL 1982

Seatbelt could have saved life

WEARING a seatbelt could have saved the life of a member of the British Antarctic Survey Team who died after his sports car plunged off the A40 at Pencraig Pitch, near Ross.

Mr Barry Wheeler, aged 28, of Aveling Close, Hoo, Rochester, was killed after being flung through the open sun roof of his car, a Hereford inquest heard yesterday.

He had been taken off South Georgia by the British Task Force only a month earlier, at the start of the Falklands war.

After hearing evidence that both he and his passenger, Mr William Armstrong, another member of the team had not been wearing seatbelts, Hereford coroner Mr C. L. Phillips Powell said: "Both men were thrown from the car. This would not have happened had they been wearing seatbelts. But they were not, and Mr Wheeler died."

Mr Rodney Whitfield, of The Moorlands, Kidlington, Oxford, had been travelling behind Mr Wheeler's TR7 as they were both heading towards Ross on the dual carriageway. He had thought Mr Wheeler was steering too close to the central reservation.

SWERVED

Mr Armstrong said Mr Wheeler was driving at about 60 miles an hour. "I was looking out of the window," he went on, "and the next thing I heard was Barry saying 'bloody hell.' We swerved off the road and dropped seven or eight feet."

The inquest heard that crash barriers along that stretch of road ended just before where Mr Wheeler's car had crossed the central reservation.

The coroner said Mr Wheeler, who died from severe head injuries, had over-corrected his steering and had lost control. He recorded a verdict of accidental death.

WHIPPED

"Then it whipped one way and then the other and kept on getting worse until it ended up sideways on in the central reservation."

Mr Whitfield saw the car drop the eight feet on to the other side of the dual carriageway.

"It rolled over four or five times and I saw both men being thrown out of the top," said Mr Whitfield.

Extract from
The Guardian, London.

A pattern for the islands

The Uganda came home yesterday, amid familiar cheers and familiar joy. Week by week, across a stretching timescale, it is possible to relive the simple exultation and relief of Falklands' victory. On the islands the Uganda left behind, however, events do not seem so straightforward: nor, as a matter of fact, do perceptions between Port Stanley and London. A few days ago even the Sun newspaper (the paper that supported our boys) felt moved to address a few short, sharp and shocking words across eight thousand miles. The kelpers, the Sun said, "were beginning to moan about their lot." "It's enough to make you sick." We did not send a Task Force for this "carping." "Of course there are problems: dangers from undiscovered mines, the inconvenience of a large garrison of troops. But it is a far cry from the Fascist dictatorship they were faced with before our swift intervention. The Sun has two words for the islanders: Belt Up."

Such beltupfulness ensued after a flurry of slightly jaundiced reports from East Falkland quoting a variety of island leaders and opinion formers. Some were fed up with so many heavy British boots trampling over their traditional way of life. Some exuded distrust of the Foreign Office and its man on the spot, Rex Hunt. Mr Adrian Monk CBE, a Falklander for 36 years and Legislative Counsellor for 13, put it as succinctly as anyone. There were the mines. "The environment is ruined, the whole bloody place is defiled." There was the garrison. "When people realise, for instance, that the airfield is given over to the military, they will see that they are not going to get very much development with these sorts of communications." And there was political fear for the future. "As long as you have Margaret Thatcher as Prime Minister then you have got a resolute Minister in charge. But the mind boggles if we have like Michael Foot or Tony Benn in charge. On the act" Mr Monk then

announced, with infinite regret, that he was packing and leaving: belting up for good and all. Not many seemed likely to follow his example, but there were plenty of quieter doubts and sorrows: not least (as Time Magazine reported) the fear that transient battalions of British troops would inevitably drain the island of its unmarried women and thus its long-term future.

These are all real difficulties, and every passing day confirms them. At the weekend Major General David Thorne, the military commissioner, gave a radio chat apologising for the trouble the troops were inevitably causing in their counter to the "malign aspirations" of Argentina, but signalling openly for the first time that a garrison of around four thousand—or three soldiers to every indigenous islander—would be needed for at least a year. Governor Hunt, meanwhile, was planning an expedition to the UN with a couple of average islanders to show the Decolonisation Committee that Falklanders aren't "dusky gauchos." In one sense these evolving moves are expected and sensible. The army, in a fiendishly hard posting, has behaved with restraint and tact. Argentina, in a turmoil of change, offers no help and only the potential for renewed harm. There is nothing to be done but clear up, build, and begin to try to find out what the future holds. Those feelings come over very clearly today in the interviews we print with the civil and military commissioners — feelings of an earnest desire to heal and to develop, but feelings mingled with incomprehension about the wider context of affairs. Witness, Mr Hunt's talk of "fifty years." Meanwhile there is only the immediate job to be done.

But in London there do remain very curious ambivalencies. Theoretically the Government is studying Lord Shackleton's report. But it is studying it extraordinarily silently. Parliament might, last week, have been told expected garrison sizes and costs for the coming year; but was told nothing. Parliament might even have heard about the FO's scheme for undusky non-gauchos in New York; but, again, there wasn't a cheep. The decisions are taken in London, but they emerge only in Port Stanley. And, at the extremes of curiosity, there is also the mystery of the missing ministers: not a Prime Minister, Defence Secretary, Foreign Secretary or even a humble parliamentary under-secretary has flown to the islands

since the Argentine flag was lowered.

None of this, one may charitably assume, betokens double-dealing or an intention to sell anyone out. Rather it betokens a profound wriggling uncertainty about future events. Whitehall knows that it has won the Falklands back: but Whitehall is entirely uncertain what to do next, grimacing as the bills come in, grimacing again at the continuing costs of a garrison quite beyond early forecasts. And it is echoes of this ambivalence that reach us across eight thousand miles. Of course, as Mr Monk amongst many others openly acknowledges, it will need six months or more before the islanders can consider their own destiny. But that is not an excuse which holds for the British Government. Whitehall, from Downing Street down, has belted up rather too rigorously in an area where many prescriptions may hold as long as they are outlined early, openly and honestly.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Stoke-On-Trent Evening Sentinel.

- 5 AUG 1982

City Boss gets a big 'thank you'

LONGTON company boss Les Evans wasted no time when he heard of conditions in the Falkland Islands after the fighting . . .

Most of the schools on the islands were closed after the invasion leaving them with little or no equipment of any kind.

So Les decided to step in and shipped off a consignment of 500 items of sportswear to the South Atlantic.

Donation

Now he and his company, Evans of Longton Ltd. have received an official "thank you" letter all the way from Stanley.

In the letter, Mr. John Peatfield, acting superintendent of education on the Falklands, thanks Les for his "superb donation" and has revealed that a gymnastics club has now been started at Stanley under the guidance of one of the soldiers stationed there.

He continues: "This type of activity is essential, as the children cannot play in many areas around the town due to minefields, damage to the environment and increased activity generally."

Today Les added: "I was very surprised when I received a reply from the Falklands because they are obviously still in an awful mess over there."

"Our company have supplied places in the South Atlantic with equipment before now, but when I heard about the state of things there, I decided to send a batch of garments to help the kids do P.E."

"I just hope other people in the Potteries are encouraged to help out—anything for those children in particular would be greatly appreciated."

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Extract from
Daily Mail, London.

- 6 AUG 1982

FURTHER evidence — if it were needed — about Britain's intentions in the South Atlantic is evinced by the decision to buy two new De Havilland twin-engined Otters for the British Antarctic Survey Team. These 20-seater turbo-prop aircraft, bright red to make them visible against the snow, cost £9½ million each from the DH factory in Canada. It is not known if they have anti-Argie weapons systems attached.

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- 6 AUG 1982

TELEVISION

RICHARD LAST

The Battle of Goose Green —the pain and gallantry

THOUGH BILLED as "The Long March," episode six of Task Force South (BBC 1) was actually about the Battle of Goose Green, the first major epic and probably the pivotal encounter in the struggle for the Falklands.

As the victors discovered afterwards, there were something like 1,600 Argentines dug in against an attacking force of 600. Wisely Brian Hanrahan eschewed any purple patch references to Agincourt or the British fighting best against long odds. Instead he remarked wryly: "It was a battle which would never have taken place if the true odds had been known."

Presumably this was a comment which could not have been made immediately after the fighting, and is the sort of thing that justifies and validates the BBC's retrospective series. Nor was there room in the heat of battle to show us pictures like those seen on Wednesday, which for the first time, in my viewing recollection revealed a pastoral, almost beautiful, side to the barren Falklands landscape.

Some of the pictures in Gordon Carr's four-hour compilation are familiar — last night, most notably, the burial of the plastic-sheeted dead, an image that surely remain with all who saw it for many years. Others were new, or allowed more elbow room; the agonised face of a wounded Argentine pilot awaiting treatment, an interview with an islander who had been left bound hand and foot in a shed during heavy gunfire.

Some critics have objected to the use of Richard Baker as the overlaid narrating voice. I think I have to agree with them. Not because Mr Baker is anything less than a 100 per cent professional broadcaster, but because his measured BBC tones are too strongly associated with familiar, soothing occasions, like the Proms and Baker's Dozen. He helps — all unwittingly—to make "Task Force" sound too much like "Yesterday's Witness" rather than today's history.

But this is really a criticism of the wretched Ministry officials who prevented us from seeing the Falklands coverage at the time when the pictures were new-minted. After so much drama and suspense and, for many, personal agony, the immediacy has gone. Which is not to say that "Task Force" is a superfluous exercise; on the contrary, it is worth every minute of its mid-evening slot.

Yet, in some ways, it furnishes further proof that the word remains superior to the picture. The heroic footage of Bernard Hesketh and others conveyed the pain and the gallantry and the sheer physical endeavour. It is left to written accounts like Robert Fox's admirable LISTENER article of last month to make us feel the unique comradeship which flourishes amid the horrors of war.

What with the TVS documentary on old age, and the repeat of Peter Ransley's riveting "Minor Complications"—surely the outstanding play of 1981—there seems to be a strong medical undertone to current programmes on the box.

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Extract from
Ilford Recorder, Essex

- 5 AUG 1982

ISLANDS

3003

THE Falklands Appeal was launched to help the islanders normalise their lives as quickly as possible.

We have raised £80,000 but are finding confusion exists between various funds.

The Falklands Appeal is a non-charitable Trust which assists individual Falkland Islanders who have suffered deprivation.

Donations should be sent to The Falklands Appeal, 12 Greycoat Place, London, SW1, or may be paid into any National Westminster Bank branch for account number 242 240 30.

The South Atlantic Fund was set up by the Government to help the dependants of members of the Task Force who were killed or wounded.

MARKET PLACE, HORNSEA

Extract from
Guardian, London.

Stanley barracks to open by December

From Paul Keel
in Port Stanley

Families on the Falklands will have to house British troops until at least December, Major-General David Thorne, Commander of Land Forces, announced at the weekend. In his first public address since he took over as Military Commissioner three weeks ago, General Thorne appealed to the population for understanding and patience. Speaking on the islands' broadcasting service, he acknowledged the need to move soldiers billeted with families. But reminded listeners that other troops were living in tents, dug-outs and on ships. He thanked those already sharing their homes. Before building barracks, the army had to lengthen the air-port runway at Port Stanley and that task, due to start later this week and take up all September, would employ all available engineers and equipment.

From October, sappers could begin preparing the ground for Portakabin barracks which, he predicted, could be occupied by December. The barracks would be sited to ensure a "sensible degree of separation" between troops and civilians. There would be one large and one smaller one outside Port Stanley and several based on camps around East and West Falkland. The general indicated that the Falklands garrison would remain at about its present size, 4,000. Mines scattered indiscriminately by the Argentines remained a "huge" problem, he said. There would be some danger from them "for many years." The army's first consideration was the safety of the civilians and soldiers clearing them. "Clearance is a dangerous business being done by young men in your service."

Extract from
Guardian, London.

- 9 AUG 1982

Island invaders must go to save birds

By Anthony Tucker,
Science Correspondent

THE extermination of alien species — such as rats, wild cats, pigs or goats — to protect dwindling bird populations on islands in the Pacific and Indian oceans is likely to be recommended by working parties meeting in Cambridge for the world conference of the International Council for Bird Preservation.

Many of the alien species were introduced accidentally or deliberately by man — sometimes as food by early sailors on regular routes through the islands, and once established, they have so changed the balance of

nature that the islands can no longer support their often unique original bird populations.

Figures to be presented to the conference at a special symposium later this week show that 200 of the 217 bird species which have become extinct in the past four centuries have been island populations. At present about 60 per cent of all the bird species endangered or seriously endangered are island ones. Ornithologists say the plight of island birds, and their special vulnerability, needs urgent action.

A combination of factors, including humans feeding on too many of large and tasty

species, have accelerated extinctions and these forces appear ready to trigger a new round of extinctions unless urgent action is taken.

Asked how ornithologists justify killing off one species in an area to save another, Dr John Croxall of the British Antarctic Survey — the chairman of a special working party on seabird populations — said: "There is no shortage of rats, or pigs, or cats — these are species whose future is not in doubt, but which have no evolutionary place on many of the world's islands. When unique species come under threat simply because of ill-judged or accidental introductions of these robust but alien

species, then we must accept responsibility and try to put things back in balance."

But alien species are not the only enemy, even in apparently remote Pacific or Indian Ocean islands. Guano mining, mineral exploration, and the destruction of forest and other habitats mean that many species which are not truly island birds, but which use islands as breeding grounds, are also under threat.

The great petrel, the albatross and other birds of lesser grandeur, face extinction. But none of the scientists at the Cambridge meeting believe it will be easy to persuade Governments to take action.

Extract from
Derby Evening Telegraph.

- 5 AUG 1982



Back from the minestrewn Falklands to peaceful Tansley, near Matlock, are Mr Peter Gilding and his wife Jacki with their daughters Sarah (left) and Debbie.

No mines here, daughters told

THE Headmaster of the only secondary school on the Falkland Islands is back home in peaceful Tansley, near Matlock — a world apart from the bombs and destruction of the Falklands war.

Peter Gilding (37), of Beech Cottage, Thatchers Lane Tansley, today told how the first school lesson after the Argentinian surrender was about mines and weapons.

"They were lying everywhere and we had to impress the dangers of them to the children," said Mr Gilding.

Back in the Derbyshire countryside, he and his wife, Jacki, constantly have to remind their daughters Debbie (9) and Sarah (5) that it is safe to walk on the grass.

"They have to be reassured that there are no mines in England," said Mrs Gilda.

The family moved out of their Port Stanley home eight days after the Argentinian invasion and settled with other families on a farm 12 miles away.

The farm settlement was bombed twice and regularly searched by Argentinian soldiers. Mr. Gilding became a driver and guide for British paratroopers and came under shell attacks.

When they returned to Stanley they found their home wrecked and weapons and food piled high in the streets.

"We have troops living in our house at the moment and they are repairing the place. Not only have British forces fought for the islands but they have now started repairing the place. They have swapped guns for brushes," said Mr. Gilding, who has lived in the Falklands for 13 years.

Mr. Gilding, who has taught at Derwent School, Derby, and the Frederick Gent School, South Normanton, plans to return to the Falklands in mid-October.

Extract from
The Journal, Newcastle upon Tyne

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Guardian, London.

- 6 AUG 1982

Committee of 24 to hear Falklands case

From Paul Keel
in Port Stanley

Two Falklanders will visit New York later this month to present the islanders' case to the United Nations decolonisation committee.

Mr John Cheek and Mr Tony Blake, both members of the islands' elected legislative council, will be the first Falklanders to speak directly to members of the Committee of 24, as it is also known, which has traditionally supported Argentine claims in the sovereignty dispute with Britain.

Announcing the visit, Mr Rex Hunt, the Falklands' civil commissioner, said that the trip would be a step in the right direction for the islands. "I think it will be a very good thing for them to see two island representatives who can show the people in the Committee of 24 that they are not dusky colonial Gauchos, but that they are British and have the right to determine their own future."

Mr Hunt said he expected Argentina to mount a strong diplomatic offensive during the New York visit by the islanders, and it would, he declared, have to be answered robustly. "The Argentines will just be churning out the old stuff about us having kicked them out in 1833 and we've been pirates and squatters ever since," he predicted.

But the civil commissioner was optimistic about the decolonisation committee taking a new line in the light of the invasion. "I think we shall have to do what we can to win over some of the votes that have traditionally gone to Argentina. I think now is a good time. After the armed aggression of Argentina some of the more moderate members of the committee will take a different perspective."

Mr Hunt also welcomed news that Lord Shackleton's updated report on the development of the islands had been delivered to Mrs Thatcher in London.

P.M. praises big 'union'

MRS THATCHER and Labour leader, Michael Foot have sent personal congratulations to a North-East town which has forged a bridge of friendship with the Falkland Islands.

Hundreds of schoolchildren in Stanley County Durham, are busy writing to new penpals 8,000 miles away in Port Stanley, and townsfolk have raised thousands of pounds to help repair the war-torn junior school in the Falklands capital.

Consett MP David Watkins told the Prime Minister about the link-up, which was established during the conflict by the Stanley Lions, a charitable organisation.

Now she has written, praising

Stanley's get-together

their "splendid initiative," and generosity.

Mrs. Thatcher wrote: "The initiative of Stanley Lions Club makes me feel that people of this country are still united in their determination to help the Falkland Islanders, and I hope that the same spirit will help us tackle problems nearer home."

Mr. Foot sent his congratulations on what he called an "imaginative scheme."

Already, £1,600-worth of school books, desks and chairs have been shipped to Port Stanley by the Ministry of Defence, and more aid will be sent later.

Schoolchildren in the town may soon be playing with young Falkland Islanders if an ambitious

scheme for exchange visits goes ahead.

Until then, the Durham youngsters are getting themselves well-known in Port Stanley by sending videos filmed in their classrooms.

Schoolteacher, Janice Toal left the war ravaged Falklands yesterday after an emotional farewell to the youngsters she taught for two years.

Janice, aged 32, sailed from the islands capital, Port Stanley, on the commandeered North Sea Ferry, Norland on the first leg of her journey home to Newcastle.

The ferry will take her on the three-week journey to the Ascension Islands, from where she is planning to fly to Brazil for a fortnight's holiday.

Janice has been teaching typing and shorthand at the Falklands only school since June 1980, but her contract ran out at the end of last month and she decided not to renew it.

Her father, Edwin, said at the family's home in Earls Drive, West Denton, Newcastle, yesterday: "We have had a telegram from Janice saying she has set off today."

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Hansard (House of Commons Report)
London

30 JUL 1982

Falkland Islands

Mr. Dalyell asked the Prime Minister if she will make a statement on the progress of the Falkland Islands inquiry.

The Prime Minister: I have nothing to add to the statement by the committee on 26 July in the following terms:

"The Committee held its first meeting today 26 July 1982. It has a further programme of meetings. It does not intend at this stage to issue further statements about the progress of its work. The Committee will in due course be taking oral evidence at its own invitation. But it also invites anyone who has information which might assist it in considering its remit to submit evidence in writing by 30 August 1982 to:

The Secretary
Falkland Islands Review Committee
Old Admiralty Building
Whitehall
SW1".

Mr. Dalyell asked the Prime Minister if she will publish the terms of the assurances of support over the Falkland Islands issue given by the Government of France in April and May.

The Prime Minister: No. The exchanges were confidential, and it would be wrong to publish them. The French Government gave the most positive support throughout the Falklands conflict and have since reaffirmed their determination to maintain a complete arms embargo.

Heat reflecting glass

A mirror, made by spraying invisible atoms of metal on to clear film, is the basis of a new product which comes from California, and will be made in Britain by Alpine, the North London double glazing company.

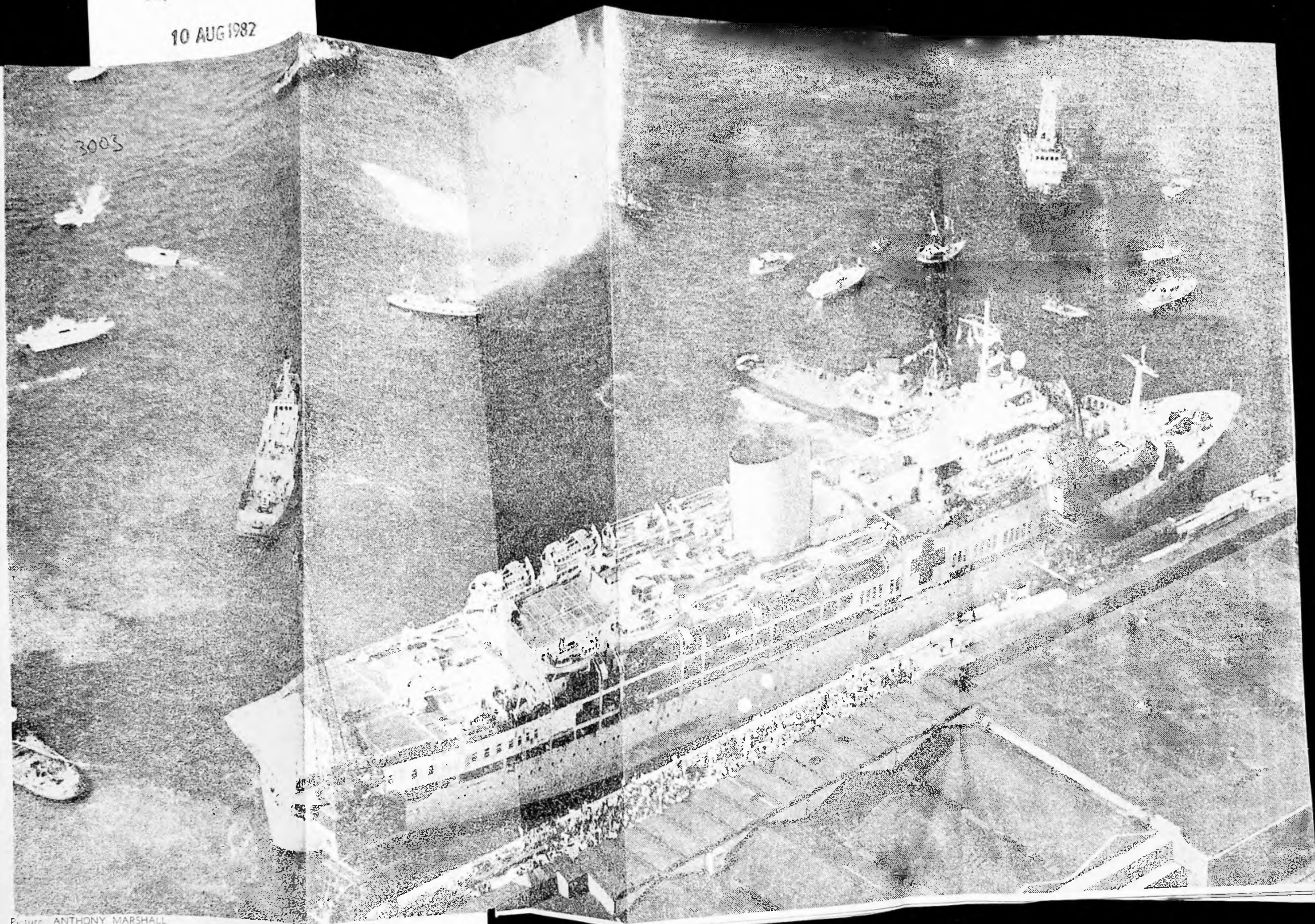
The mirror is a clear film coated on one side by layers of metal about one hundred times thinner than a piece of paper. The film is stretched taut between two sheets of glass of a normal double-glazing sealed unit, and baked in a special oven.

Sunlight can shine through the window, but the heat mirror stops the warmth escaping back through the glass and by reflecting the heat allows warmth to be reused.

Alpine's new managing director, Bill Bailey, who was responsible for bringing the product to Britain from America, states: "Alpine made the triple-glazed windows for the British Antarctic Survey buildings in Antarctica, but heat mirror is an even better proposition. Used domestically, these windows will drastically lower thermostat settings on central heating. For specifiers — architects and builders — the weight is no more than conventional DG replacement units." The new product will be manufactured in Alpine's Newcastle factories.

10 AUG 1982

3003



Home from the Falklands—a fire tender saluting the Uganda when the hospital ship arrived at Southampton yesterday.

UGANDA HOME TO RAPTUROUS WELCOME

By JAMES ALLAN

SERVICE doctors, nurses and medical orderlies sailed up the Solent yesterday, believing they were the unsung heroes of the Falkland Islands crisis. Until they neared Southampton.

Then they were treated to a rapturous welcome, not just from loving families and friends, but from ordinary men, women and children who lined the quayside to cheer home the liner Uganda, 16,907 tons.

There was also a flotilla of welcoming vessels, including fire tenders spraying their hoses in salute.

Tugs, launches and yachts all paid their respects in different ways as the Uganda proudly stroked her way into port, her days as a hospital ship over.

The QE2 and the Canberra, also both involved in the Falklands conflict, loudly funnelled a heart-felt welcome. The QE2 hoisted flags to say: "Well done Uganda, welcome home."

As the cheering from hundreds packed into Berth 106 grew ever louder, the band of 3rd Bn The Light Infantry played the most appropriate tune possible for men and women who risked and sometimes gave their lives while working around the clock to tend the casualties on both sides: "When the Saints Go Marching In."

'Well done'

And in they came; heads held high; the pipe band of the Gurkhas who were also returning home, playing evocative lamentations while the welcoming crowds vigorously waved flags and banners.

The banners said it all: some were unashamedly proud of the men and women on the Uganda; others hid their real emotions behind a jest. One, for example, said: "That's a fine mess you've got us out of Stanley" and another: "Uganda's gotta lotta bottle."

Others declared: "Uganda, Our Lady of the Lamp," "Little ship, big heart" and "Welcome home Uganda, job well done—we are proud of you."

In a reference to Uganda's role in overseeing the work of smaller ships dealing with casualties, another banner said: "Mother Hen wasn't chicken."

Casualty lists

The ship was met by several civic dignitaries from Southampton, along with military top brass, including Gen. Sir Edwin Bramall, Chief of the General Staff, Adml Sir John Fieldhouse, C-in-C Fleet, Gen. Sir Frank Kitson, C-in-C U.K. Land Forces and Mr Nott, Defence Secretary, who landed by helicopter on board the Uganda.

Mr Nott a former officer with 2nd Bn The Gurkha Regiment was particularly anxious to hear from the Gurkhas about the vital part they played in the taking of Port Stanley.

There were 621 Gurkhas on board the Uganda yesterday, which is nearly half the complement of 1,300.

About 200 of them were members of the 16th Field Ambulance Unit of the Royal Army Medical Corps, whose bravery and courage in the face of battle and mounting casualty list won the praise and admiration of every member of the Task Force and from many Argentine casualties, too.

In two months, doctors and nurses in the Queen Alexandra's Royal Naval Nursing Service treated 730 casualties, 130 of them Argentine, and carried out 504 operations.

Nicknamed 'NOSH'

The P & O crew of the Uganda acted as invaluable ancillary staff. Apeing the American television series "M.A.S.H.", the doctors and nurses nicknamed themselves "N.O.S.H." Naval Oceaongoing Surgical Hospital, and even painted it on the top deck of the ship.

A special march, called "The NOSH," was played yesterday as the Uganda edged her way up the Solent.

There was a royal greeting from the Duke of Edinburgh for 1st Bn the Seventh Duke of Edinburgh's Own Gurkha Rifles.

ATLANTIC SHIP SUBSIDY BY FRANCE

By Our Shipping Correspondent

The French government followed the British and Swedish governments yesterday in arranging special shipbuilding subsidies to help Atlantic Conveyor Line build a new fleet in Europe instead of going to the Far East.

The British ship in the package is the replacement for the Atlantic Conveyor, sunk off the Falklands, which the Government is to subsidise so that it can be built on Tyneside by Swan Hunter, a subsidiary of British Shipbuilders.

The French ship in the consortium will be built at Dunkerque shipyard and three others will be built for Swedish shipowners at Kockums, in Malmo.

Falklanders look to the future

By CHARLES NEVIN
in Port Stanley

TERRY PECK, John Cheek and Tony Blake are three of the six elected members sitting on the Falkland Islands Legislative Council.

Mr Peck, 44, Councillor for Stanley Division, is a former Chief of Police, a spy saboteur and scout for the British forces during the invasion. He is now back to being a plumbing and heating contractor.

Mr Cheek, 42, is chief engineer for Cable and Wireless and represents Stanley West. He was in Britain when the Argentines invaded.

Mr Blake, 42, Camp, or countryside, Division, is a settlement manager for the Falkland Islands Company and arrived in the islands 11 years ago from New Zealand.

Off to the U N

Mr Cheek and Mr Blake left the Falklands yesterday to represent the islanders before the Decolonisation Committee of the United Nations. Mr Peck remains in Stanley.

While the islanders wait for the updated Shackleton Report, for a review of the Constitution and for life to approach something like normality, the three councillors have discussed their hopes and concerns for the future of the Falkland Islands: political and social. On the political future, Mr Cheek says: "I've spoken to no one who is willing to discuss the sovereignty question or anything else with Argentina. I think most islanders want to keep a very close tie with Britain."

But he feels that reapproachment with Argentina and much of Latin America will be impossible while the association with Britain remains, in whatever form, loose or close.

More democratic

"It's worrying what future British Governments will do. I don't think we've got any worries with the present Government but we don't know what will happen if it's replaced."

Mr Cheek says that while he was in London during the campaign, he still detected the feeling in the Foreign Office that the islands were an encumbrance; an embarrassment.

Mr Peck is also apprehensive about a change of Government. "It does worry me. People are apprehensive about what a change of government might bring. It's an expensive thing for a garrison to be stationed in the Falkland Islands so far away."

"We've got to be absolutely certain that we are going to retain our defence against the Argentine threat."

All three are agreed that the constitution of the islands needs to be made more democratic, both in the interests of the islanders and of relations with their neighbours.

Extract from
New Civil Engineer, London.

5 AUG 1982

Port priority for Falklands rebuild

Falkland Islands civil commissioner Rex Hunt speculated last week on future development of the island including a possible hydropower development.

The scheme would require a dam located across Murrell river just north of Port Stanley and power and water would be tapped from there for a permanent garrison. Hunt also sees development of Port Murrell as the site of the Islands' major port.

At present however these schemes are no more than possibilities and have no Whitehall backing.

Whatever happens we badly need a deepwater jetty in Port Stanley" said Hunt. "And with the existing military presence in Stanley rather than in a permanent garrison outside, that need is even greater."

Even before the invasion by Argentina on 2 April, East Falkland's filtration plant at Moody Brook "was on its last legs" Hunt told NCE. "We were in the process of asking the Overseas Development Administration for cash for a feasibility study for a full reticulation scheme when our plans were interrupted."

The report on alternative sites for an airbase on the Falklands (NCE last week) by a senior Royal Engineer and an airforce officer has now been completed. Together with soil samples it has been dispatched to Britain.

It has been confirmed that



Port Stanley harbour: a deepwater jetty is urgently required.

no major projects will start until October, after the Government has decided whether it still wants the construction of a South Atlantic naval and airforce base, and when spring weather has started.

Such a decision will mean that any recommendation by the recalled Shackleton committee for the extension of the Port Stanley runway for long haul aircraft, or new dockside development for Port Stanley, will be made redundant.

Meanwhile agreement has been reached for the Port Stanley runway to be lengthened for use by Phantoms. Preparation work with matting on top will bring it into the temporary expedient airfield category. Two other airstrips have been built in other parts of the Falklands, and sappers have constructed ship to shore fuel supply systems at Port Stanley and at one other site.

There are now 1000 sappers

barracked on the 'Rangatira' which was used at Loch Carron for Kishorn platform construction workers.

Accommodation to replace tents (and sheep shearers' hostels out in the 'camp') for the troops stationed in the Falklands is just arriving, held up by the logistic problems of the inadequate harbour at Port Stanley where most offloading has to be done with mexifloats.

At the first formal islanders' meeting since the Argentine surrender vociferous legislative council member Terry Peck accused Hunt and the present administration, not sitting on its backside since the war.

"We need money urgently to get us back on our feet" said Peck. Peck says that the Falklands Islands government is doing next to nothing. As a councillor I'm fed up with not getting answers to questions about money for re-development."

Extract from
Chatham Standard, Kent.

3 AUG 1982

Endurance captain 'told to shut up'

A WARNING about the Falklands invasion from the captain of the Chatham-based H.M.S. Endurance was hushed up by the Ministry of Defence, according to a Sunday newspaper report.

The Observer claimed the message from Captain Nicholas Barker never reached Lord Carrington, the Foreign Secretary, because the Ministry found it "embarrassing and unhelpful."

It also claims that when Capt. Barker tried to alert the Fleet Commander-in-Chief, Sir John Fieldhouse, he was told to shut up or get out of the service.

The Ministry of Defence is not commenting on the allegations. But the matter is almost certainly to be investigated by the Franks Committee, which has been set up to inquire into the crisis.

Meanwhile, Endurance, the Antarctic survey ship which was due to be scrapped, is due back at Chatham on 20 August for a re-fit.

The Observer also revealed the Endurance was not merely a guard and support ship of the British Antarctic Survey as official records list it.

It was fitted with sophisticated electronic radio equipment in its last re-fit at Chatham in 1978 and was able to intercept Argentinian signals.

Extract from
Chatham Standard, Kent.

3 AUG 1982

DEATH CRASH DRIVER LOST CONTROL OF CAR



Barry Wheeler — lost control in his sports car.

Builder rescued from South Georgia by Task Force died in road accident

A ROCHESTER man who was taken off South Georgia by the Task Force while working with the British Antarctic Survey Team later died in a road accident in this country. He lost control of his TR7 sports car at 60 m.p.h. on a bend on a Herefordshire road, an inquest was told.

Twenty-eight-year-old Barry Wheeler, of Aveling Close, Hoo, died from head injuries after being flung out of the car which dropped about eight feet from the east-bound carriageway of the A40 near Ross-on-Wye on to the west-bound carriageway.

He was not wearing a seat

belt. Mr. Wheeler was working in the area helping to construct a revolutionary type of survival structure for the British Antarctic Survey Team which is due to be shipped out shortly.

He and a friend, Mr. William Armstrong, from East Lothian, Scotland, had

decided to go for a sight-seeing tour of the Wye Valley on the day of the accident.

Mr. Armstrong told the Hereford Coroner Mr. Charles Phillips Powell that Mr. Wheeler had complained that the steering of the car seemed to be loose.

"I was looking out at the

country-side when I heard Barry say 'Bloody Hell!' The car swerved and went across the road. I can't remember any more."

He said they had been travelling at about 60 m.p.h.

A West Mercia police accident expert, P.C. David Banks, said he had thor-

oughly examined the car but had found no mechanical defects which would have caused it to fail the M.O.T. test.

P.C. Trevor Moses said tyre marks on the road indicated that Mr. Wheeler could have been going too fast to negotiate the bend.

Recording a verdict of

accidental death the coroner said that neither Mr. Wheeler nor Mr. Armstrong had been wearing their seat-belts and if they had, they would not have been thrown out.

Mr. Wheeler, a builder, for the B.A.S. team had been working with a Herefordshire architect.

Extract from
Southern Evening Echo, Southampton

5 AUG 1982

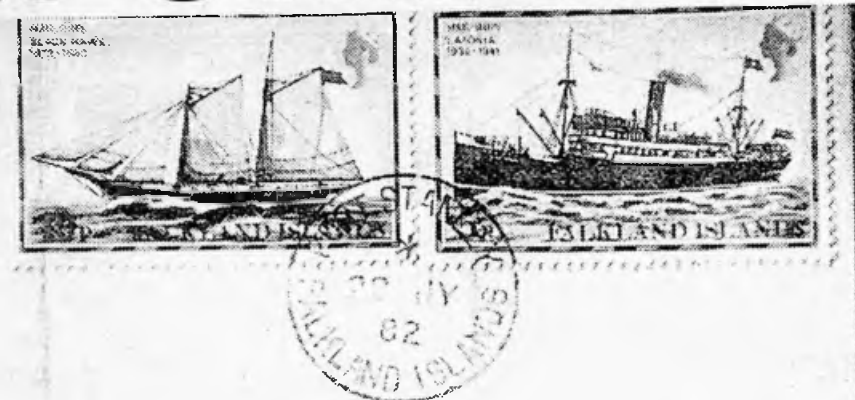
WAR STAMPS!

3003

By
**BERT
EARNEY**

THE SPECIAL commemorative postal cover and stamps marking the Falklands campaign — which aims to raise £100,000 for the South Atlantic Fund — has been taken a step further by an Andover company of stamp dealers.

Andover Stamp Centre, Bridge Street, run by Dave Tucker of Charlton and Bob Whittenham, of Winchester, purchased a large quantity of these covers — but minus the normal 15p British "Maritime" issue postage stamps which are being affixed



● The two Falklands stamps on the special covers depict two old ships — the sailing ship "Black Hawk" (1873-1880) and the steamer "Lafonia" (1936-1941).

to them under a Portsmouth franking mark.

Dave and Bob had the unstamped envelopes taken out to the Falklands by a Tidworth soldier, who is one of their regular customers at the centre.

He has returned them to Andover with 10p and 5p Falklands Islands stamps on, and bearing the Port Stanley postmark.

These are now being sold at the centre at £5.50 a time — and are going like hot cakes.

Said Dave: "We sent out 104 covers in the first instance, and of those, we have only about 30 left now."

But we shall be getting another 60 back soon, from another soldier-customer, only these will have stamps and postmarks of South Georgia. The two covers should make a very interesting pair for the avid collector."

**Direct
from
the
battle
zone**

"If this project goes as expected, we shall be making a donation to the South Atlantic fund, on top of the contribution we have already made in purchasing the blank covers."

Extract from
Bournemouth Evening Echo, Dorset.

Extract from
Brighton Evening Argus, E. Sussex

11 AUG 1982

FOREIGN Office Minister Cranley Onslow has said he sees no reason for Britain to negotiate with Argentina over the Falklands Islands.

"Negotiate what, why and with whom?" he asked in reply to reporters' questions at the end of two days of talks with Brazilian officials.

Mr Onslow said the purpose of his visit to Brazil was to exchange ideas on international issues, including the Falklands question.

£10m to help the islanders

AT LEAST £10 million will be spent on restoration and replacement of property on the Falkland Islands, the Prime Minister told Bournemouth East MP David Atkinson.

At question time, the MP asked Mrs. Thatcher if she could make a statement on what action would be taken to compensate the islanders and what reparation would be claimed from Argentina.

Mrs. Thatcher said it was estimated that £10 million would be sufficient for the immediate phase of rehabilitation.

"We are not yet in a position to give an estimate of the overall cost of compensation to civilians for loss of life, injury and damage to property," she commented.

"We reserve the right to claim compensation from Argentina."



MR. DAVID ATKINSON

Extract from
Thurrock Gazette, Essex

Sorting out the appeals

THE Falklands Appeal was launched on June 10 to help the Islanders to normalise their lives as quickly as possible. We have raised some £80,000 but are finding that confusion exists between the various funds which have been set up. I shall be grateful if the position could be made clear.

The South Atlantic Fund was set up by the Government to benefit existing Services and Merchant Marine charities which in turn would help the dependents of those members of the Task Force killed or wounded during the campaign. The fund may not be used for the benefit of the Falkland Islanders.

The Falklands Appeal is a non-charitable trust set up under the patronage of Lord Shackleton.

Extract from
Liverpool Echo

STAMPS Argies' mark of value

Since long before the war with Argentina, the stamps of the Falklands Islands had been popular with British collectors. The war has stimulated demand, and all types of Falkland material have gone up in price. The war has also provided a vivid illustration of postal history in the making.

Following the surprise attack by Argentine forces on April 2, the two public post offices at Port Stanley and Fox Bay were immediately closed. A quantity of envelopes bearing Falkland Islands stamps was thereby trapped in the Port Stanley Post Office awaiting despatch.

The uncanceled stamps on these envelopes were cancelled by the Argentine authorities in pen and ink, and an Argentine postmark for the "Isles Malvinas" was stamped on the envelope. This postmark was dated April 6. Two days later, the use of Falklands stamps was discontinued and Argentine stamps were made available for use on mail.

These covers with the "Malvinas" date-stamp of April 6 will be highly prized by collectors. They represent one of the few occasions when an enemy power has taken charge of a British Colonial post office. How many of these covers exist is not yet known.

Extract from:
INTERNATIONAL HERALD
TRIBUNE, Paris.

10 AUG 1982

Falklands The Movie

A British producer has disclosed plans for "Task Force South," the first film based on Britain's battle to reclaim the Falkland Islands from Argentina. "It will feature the untold story of the Falklands campaign — the operations behind enemy lines by the Army Special Air Service and Marines' Special Boat Squadron commando units," said the producer, Euan Lloyd. He said the film will have a budget of £10 million (about \$17 million) and will take at least two years to shoot and edit. The movie is to star Lewis Collins, whose first big cinema role was in "Who Dares Wins," also produced by Lloyd. That film, based on the SAS raid that freed hostages at Iran's London embassy in May, 1980, opens in London on Aug. 26. Lloyd said that, for "Task Force South," he hopes to use locations in the Falklands, which were seized by Argentina on April 2 and recaptured by Britain in June. "We will have to consider the expense," he said. "If it is too great, we will use parts of Scotland which are similar."

70 Newington Causeway, London, S.E.1

Extract from
Hitchin Gazette, Herts.

29 JUL 1982

Falklands appeal

THE Falklands Appeal was launched on June 10, to help the Islanders to normalise their lives as quickly as possible. We have raised some £80,000 but are finding that confusion exists between the various Funds which have been set up. I shall be grateful if, through your good offices, the position could be made clear.

The South Atlantic Fund was set up by the Government to benefit existing Services and Merchant Marine charities which in turn would help the dependants of those members of the Task Force killed or wounded during the campaign. The Fund may not be used for the benefit of the Falkland Islanders.

The Falklands Appeal is a non-charitable Trust set up under the patronage of Lord Shackleton to assist individual Falkland Islanders who have suffered deprivation. The Trustees have discretion to distribute the fund on the widest possible basis. Donations should be sent to The Falklands Appeal, 12 Greycoat Place, London SW1 or may be paid into any branch of the National Westminster Bank for Account No 242 240 30.

The United Kingdom Falkland Islands Trust is a registered charity established in June 1981 for the longer term benefit of the Islanders, to which convened contributions may be made and sent to 2 Greycoat Place, London SW1.

The most urgent need is for cash donations to the Falklands Appeal so that the Islanders can be speedily helped to regain their peaceful way of life. Any monies remaining after the immediate needs of the Islanders have been met will be passed to the United Kingdom Falkland Islands Trust.

We should like to thank all those who have already contributed so generously to the Falklands Appeal.
Alan Mills,
Director, Falklands Appeal,
Greycoat Place,
London SW1.



Falkland doctors and their family return to Britain

Drs Daniel and Hilary Haines, who treated injured British and Argentinian soldiers in Port Stanley and were later interned at Fox Bay, have returned to Britain from the Falklands with their children. (left to right) Gwyn, 4, Catherine, 7, and Tudor, 9. They are seen here at RAF Brize Norton.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Portsmouth News, Hants.

- 4 AUG 1982

Islands focus

News photographer Eric Masterman has just returned from the Falklands — one of the first journalists to visit the war-torn islands since the end of the conflict.

His trip included a tour of the Ascension Island — linchpin of the whole operation — an in-depth look at battle-scarred Stanley and the problems the inhabitants faced during the war and those our troops are facing each day.

The highlight of his tour was an emotional 24 hours spent on board the



Eric Masterman

Portsmouth-based aircraft carrier H.M.S. Invincible.

The first part of his story, accompanied by vivid photographs of the islands, begins in The News on Friday.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Beds & Bucks Observer
Leighton Buzzard

CONFUSION OVER THREE FALKLAND FUNDS

SIR,—The Falklands Appeal was launched on June 10 to help the Islanders to normalise their lives as quickly as possible. We have raised some £80,000 but are finding that confusion exists between the various funds which have been set up.

The South Atlantic Fund was set up by the Government to benefit existing services and merchant marine charities which in turn would help the dependants of those members of the Task Force killed or wounded during the campaign. The fund may not be used for the benefit of the Falkland Islanders.

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We should like to thank all those who have already contributed so generously to the Falklands Appeal.

ALAN MILLS,

Appeal Director,
Falklands Appeal,
12 Greycoat Place,
Westminster, London, SW1.

● THE Falkland Islands are sending a two-man team to the Commonwealth Games. I reckon that had the Argies known the sporting speciality of Falklands, they might have called off their assault. The sport? Rifle shooting!

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Wolverhampton Express & Star.

- 9 AUG 1982

Maggie set for Falkland visit

Mrs Thatcher will visit the Falklands Islands — probably in mid-October after the Tory Party conference at Brighton.

It was confirmed today in Whitehall that the Prime Minister will fly to the South Atlantic once the main runway at Port Stanley has

Falklanders on target for Games

TWO Falkland Islanders who have been unable to practise rifle shooting since the Argentines took away their guns will be competing next month in the Commonwealth Games thanks to a North Derbyshire businessman.

Mr Ted Needham, boss of the Coalite group of com-

panies which own 40 per cent of the Falklands, is spending £5,000 on sponsoring the two men and has arranged for them to be flown to Britain.

They will arrive early next month for a spot of practice at the National Rifle Range at Bisley, with guns and uniforms

supplied by the British Rifle Association.

Then they will fly to Australia for the Games on September 18, with the British teams.

Mr Needham said: "The Australians are waiting to give them a real big reception."

"No-one from the Falklands has ever entered the Commonwealth Games before and I thought it a good idea to give them a chance."

Mr Needham met the crackshots, Tony Patterson and Gerald Cheek when he went out to the Falklands last year.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Derby Evening Telegraph.

- 6 AUG 1982

AFTERMATH OF WAR



News photographer Eric Masterman was the first journalist from the provincial Press to visit the Falkland Islands once the war ended.

His absorbing collection of pictures vividly capture the aftermath of war in a small, closely-knit community, as Falklanders and troops attempt to pick up the pieces in islands that can never be the same again.

During his seven-day trip he stayed in Stanley with a former Hampshire man, examined the remains of tons of Argentine military equipment, and spent an unforgettable 24 hours on board the Portsmouth-based carrier H.M.S. Invincible.

He had been on 48-hour stand-by for the trip for three weeks, and was beginning to wonder if he would ever go, when a phone call from the Ministry of Defence gave him just 12 hours to make the final preparations for the assignment.

ASCENSION

Equipped with the essential thermal underwear and a jacket designed to deal with temperatures of minus 20C., Masterman (28) left R.A.F. Brize Norton on a V.C. 10 for the nine-hour flight to Ascension Island.

Accompanying him on the 8,000-mile trek were Simon Winchester of the Sunday Times — the journalist jailed in Argentina on spying charges throughout the war — Charles Nevin of the Daily Telegraph, an American film crew from the C.B.S. station, and German and Chilean television correspondents.

"I was astounded by Ascension Island. When you think that it was really the lynch-pin of the whole war, I was surprised to discover that it was no more than a volcanic slag heap with just one tropical area — Green Mountain."

From Ascension Island the team embarked on the 12-hour flight to the Falklands in a R.A.F. Hercules transport plane.

As it touched down at Stanley airfield, Masterman was expecting to see the

Islands that were changed for ever

● The News today begins a fascinating series on life in the Falklands, now that the shooting has stopped. Staff photographer Eric Masterman visited the islands to see how troops and civilians are settling down after the most momentous few weeks in the Falklands' history. He is pictured standing behind the bunker where General Menendez had his headquarters in Stanley. Masterman also dropped in on the Portsmouth-based aircraft carrier H.M.S. Invincible, and later articles in the series will be showing her crew at work and play.



There is mud everywhere and grenades litter the streets

bomb-cratered runway which Vulcans and Harriers have pounded throughout the conflict.

"It was completely intact. The runway was not even battle-scarred. The area had been really well cleaned up, and all around the airfield, makeshift tents had been set up to house the Harriers."

From the airfield, Masterman was

driven into Stanley in a captured Argentine jeep and was introduced to his host for the stay, Mr. John Smith, formerly from Hamble in Hampshire.

"One of my first impressions of the town was of the mud everywhere and the hand grenades littering the streets."

"The Army is rubbing its hands with glee at the amount of Argentine equip-

ment it has recovered. They have discovered more than five million rounds of 7.65mm ammunition — the standard NATO bullet — which they will be able to use on exercise back in Europe.

"They reckon they have enough captured equipment to last them five years."

Horror stories abound about the num-

ber of indiscriminately-scattered Argentine minefields, but his movements were relatively unchecked.

"We were free to go where we liked. The only restrictions were for obvious military reasons. We were not allowed to photograph aircraft positions at the airfield with wide-angled lenses, and of course the minefields were out of bounds."

"If you wanted to get around Stanley it was best to get a bike."

A photographer with The News for 12 years, Masterman was impressed by the beauty and timelessness of the island so recently ravaged by 20th Century technology.

"It was very similar to a Scottish village. It was very cold and crisp, but sunny for the majority of the time. On one occasion the temperature did go one degree above freezing while I was there."

"The only time it got really nasty was when the wind blew in from Antarctica. That was vicious."

COLOURFUL

"Stanley was very colourful with its red-roofed houses and grass along the harbour front."

The town was not crawling with troops. They have spread out throughout the islands and their biggest problem at the moment is one of logistics — moving stores and equipment into place in preparation for the permanent garrison."

But what of the islanders themselves? "They were extremely friendly, and we were all on first-name terms very quickly. Now the war is over they are looking forward to some sort of action regarding the development of the islands."

"Perhaps at one time they might have accepted Argentine rule in principle, but there is absolutely no way they would tolerate it now."

Masterman returned to Portsmouth with a souvenir he will treasure for the rest of his life — a map stamped by the Argentine military governor General Menendez which was later counter-signed by the British Governor Rex Hunt when he returned to the islands after the war.

Now tell us your story

Every member of the forces who served during the Falklands conflict has his own personal story to tell. Now The News invites our returning heroes to tell us, in their own words, about the events in which they were involved during those his-

toric weeks in the South Atlantic.

If YOU have a story to relate, and any accompanying photographs, send them, please, to the Editor, The News, The News Centre, Portsmouth, marked "Falklands Story." All photographs will be returned.



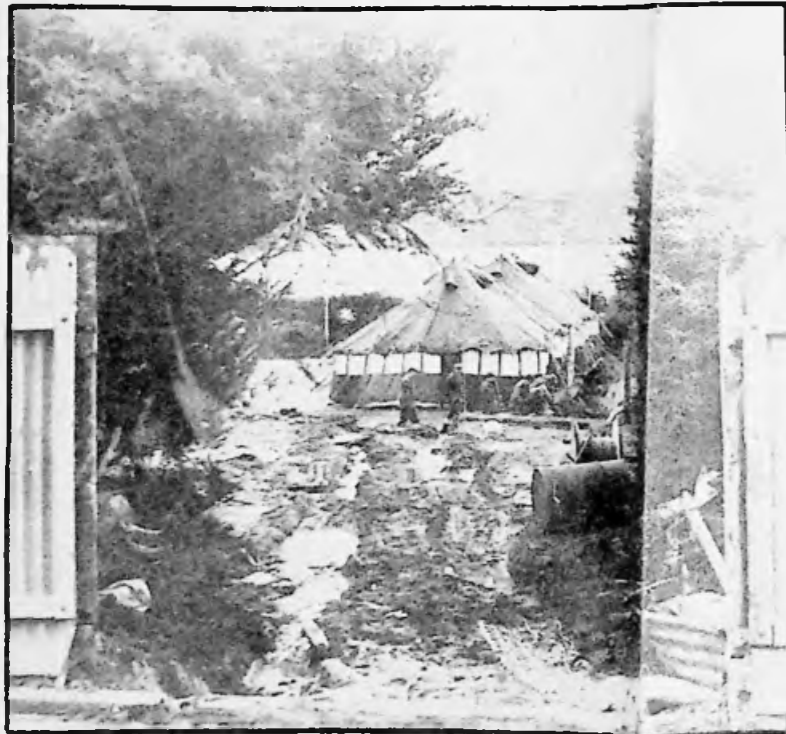
● Youngsters get a helping hand from one of the soldiers in Port Stanley as he takes them to church. — Picture 2530-9.



● A victim of the Naval bombardment of Stanley, a house is reduced to rubble. The Navy was attacking Argentine positions in the field backing onto the house. — Picture 2474-1



● Another home reduced to a pile of twisted metal, its timber frame completely burnt away. A special fund has been set up to assist Islanders who have suffered hardship through the invasion. — Picture 2530-5.



● Troops put up their tents in Stanley. — Picture 2530-11.



● Tea break for three Army drivers with captured Argentine equipment. — Picture 2530-1.



● The bunker where General Menendez took refuge. — Picture 2472-4.

IN COLOUR TOMORROW: The Big Sisters — A special feature on the aircraft carriers H.M.S. Invincible and H.M.S. Illustrious

Extract from
Daily Telegraph, London.

13 AUG 1982

FALKLANDS TENSION RENEWED

By TONY ALLEN MILLS
in Buenos Aires

THREE incidents between British naval vessels and Argentine fishing boats off the Falkland Islands have introduced new tension in the South Atlantic.

The incidents, which were reported by the Argentine navy on Wednesday night, all involved breaches of the 150-mile protection zone that Britain established after it was recognised last month that hostilities had ended.

Argentine Press reports yesterday made it clear that, in at least one of the cases, the captain of the offending vessel was fully aware that he was fishing inside the zone.

There is now concern among foreign observers in Buenos Aires that Argentine vessels have begun to breach the zone deliberately to test Britain's reaction.

U.N. debate

It is feared that Argentina may be trying to provoke the British Navy into using force against unarmed fishing boats—a state of affairs that Buenos Aires might be able to turn to its advantage in the forthcoming United Nations debate on the Falklands.

The first of the three incidents involved the Argentine fishing boat *Arengus*, a West German-built vessel carrying a crew of 70. On Thursday of last week it was spotted by a patrolling British warship and was escorted from the protection zone after an hour-long radio conversation between the two captains.

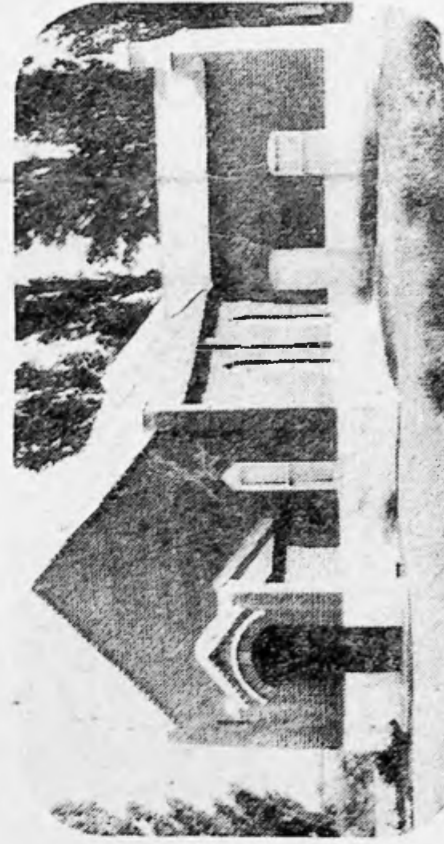
According to the Argentine navy, the other two incidents involved the fishing boat *Api III*, intercepted last Tuesday, and the *Userbill*, intercepted early on Wednesday.

WEEKEND MAGAZINE

Secret of the
super rats

Secret of the
leaf lettuce

Bridge: Salvaging
Welsh pride



● In the Chubut province of Patagonia today — the Welsh Chapel Dyffryn Camwy . . .

Now the British flag is flying over the Falklands again, the islanders of their are on the long-term future. **Twiston-**homeland. Here **Suzanne Davies** tells the little known story of how 153 long-suffering Welsh settlers, who battled against overwhelming odds to found a 100 per cent Welsh community in Patagonia, only to be tricked out of their new home by the Argentine government, very nearly went to the Falklands instead, where they could have kept the national identity they were to lose under the Argentines.

Would the Falklands have been better for Welsh emigrants?

EVERYONE WHO reads newspapers must know by now that the Falkland Islands were discovered by an Englishman, John Davis, in 1592, and visited by Captain Hawkins in 1594; that the French touched their settlement in 1764, but sold their seven years to Spain, who only seven years later, in 1771, "recognised" Britain's title to a part at least, and that ever since 1833 the British have occupied the islands as "the most southerly organised colony of the British Empire."

What is not so well known, however, is that the Falklands were very nearly populated by the Welsh, and could indeed now be only Welsh-speaking, which would have caused even worse a problem than English for the invading Argentines, though giving immense pleasure to the rescuing soldiers of the Welsh Guards!

Had history taken the course that it nearly did in the 1860's Port Stanley could have been Madryn, and how about De Glyndwr instead of South Georgia, and Bara Brenin Xynys for the South Sandwich Islands?

Without uttering what could be described as "fighting words," it should be remembered that the recent fray over the Falklands is not the first occasion on which Argentina has behaved in a grasping way towards British subjects, and thereby hangs an interesting tale. In the early 1860's, a steady stream of Welshmen were leaving their country. Despite their love for their native land with its beautiful mountains and valleys, farms and villages, the Welsh have always been pioneers in foreign parts. They enjoy seeking adventure but, apart from this, it has always been hard work earning a living either in the coal-mines or in the poverty of hilly soil. The very poor who gained their living from small-holdings on commons or moorland were losing this right due to the enclosure by Act of Parliament; but mostly, it was in search of religious freedom that people were leaving, due to the fierce

persecution of Non-conformists. Welshmen had already heavily populated parts of the United States, striving always to keep together by starting a "new Wales over the seas."

Little by little, the would-be emigrants discovered that they were not going to be able to preserve their Welsh unity in the United States because the United States government intended to meld all settlers into one English-speaking nation. Where else could they go? Many thought of the Falkland Islands, but no one had been there to tell them about it.

Then it was learned that a stretch of land in South America was being offered for settlement by the Argentine government. This seemed very tempting, and in 1862 two men, Lewis Jones and Captain Love James Parry, the Squire of Madryn (after which harbour of Port Madryn in Patagonia was later called) set out to investigate.

Charles Darwin, the naturalist, had already visited the place and had condemned it by saying "the curse of sterility is on the land." However, when Jones and Parry came home, they reported favourable. So great was the wish for a new all-Welsh colony that Darwin's warning was ignored, and the Argentine government was requested to grant a charter which would confer an area of land on the Welsh settlers.

Better than this, apparently, the Argentines offered the enormous area of 5,840 acres to each family instead of the required charter. The would-be colonists eagerly accepted, thus giving Argentina exactly what it wanted. Patagonia, previously a barren and useless land inhabited only by Indians, was now to be tilled, husbanded and slaved over by desperate and willing labourers, many of whom ended their lives in worse conditions than those in which they had started.

However these events were still a long way off, and on May 28, 1865, with the Red Dragon of Wales fluttering bravely at the masthead, the SS Mimosa set sail from Liverpool

they would be better off there. It was suggested that the British government should be petitioned to transfer the whole party of emigrants there.

Meanwhile, Lewis Jones returned from Buenos Aires, and was presumably forgiven since he had managed to persuade the government to give them further help in the way of another supply of provisions.

One of the settlers, Aaron Jenkins, at last conceived the idea of cutting a trench from the river to irrigate his land. Several of his neighbours followed his example, and at last they found the crops maturing well and strong.

In 1869, the wheat harvest was destined to be a bumper one, with the aid of well-irrigated. However, the gods were laughing again at the attempts of these puny mortals, for heavy rains caused the Chubut to rise and overflow its banks, sweeping away the ripe wheat.

The following year, the river never rose at all, and the irrigation channels remained empty. However, news that the colonists were at least surviving had spread back home, and more hopeful colonists embarked to join them from Wales.

No sooner had the new arrivals settled in the year now being 1870, than they were completely cut off from the outside world: civil war was raging in Argentina, and the new colony was forgotten. So many Welsh had died in those six years that, in spite of the new arrivals, their members still stood at 153.

They struggled on regardless, reckoning that prayer and perseverance would eventually earn them a livelihood. They were getting on fairly well with the local Indians who, albeit unreliable, did not feel the same resentment towards them as those in the United States did to other pioneers! They traded for oats, cheese and bread in return for feathers and skins. They were gradually getting used to local conditions. By 1875, machinery was also arriving, and the settlers were able to get good enough crops to be able to sell some wheat in Buenos Aires but as the nearest settlement was miles from Port Madryn, the

for a railway to be built. By 1893, the colony was exporting some 6,000 tons of wheat, and by now the total population numbered 2,513, nearly all Welsh but with the addition of a few Spanish and Italians.

The first school and chapel were built at Treawson (now Rawson), and they had induced the Indians to work for them properly during the summer months (in the winter they must get their own work done such as weaving blankets, making weapons, curing pelts for warmth).

In 1899, unbelievably, tragedy struck again: the entire Chubut Valley was flooded and the results of many years' labour were swept away and, reluctantly, the Argentine government gave them help in repairing the damage.

The colonists prepared to sow — and the floods returned. At last they realised that they would have to build all over again on higher ground.

They rebuilt, this time with much more substantial materials since it was now easier to obtain machinery and supplies, and they also turned vast areas of the pampas into grazing ground so that their animals would not be drowned in the next flood. They were now so well established that a new colony was founded, Trevelin, in the foothills of the Andes.

However the Argentine government, who had done nothing for them except provide occasional provisions when the colonists had reached starvation level, now realised that the large Welsh area of Patagonia known as the Chubut province was well on the way to becoming a fertile and desirable land. So a governor was sent to rule, to direct that they should learn to speak Spanish (have we heard this one recently?) and that all men of military age should spend some time serving in the Argentine army. Every man between the ages of 18 and 40 was to report for training on Sundays. The government had no conception of what the Sabbath meant

to the God-fearing Welshmen.

There was such a fuss, and so much unpleasantness, with the Times in Britain joining in and upholding the settlers' attitude, that at last President Roca personally excused them from military exercises on the Sabbath.

Gradually the settlements grew, oil found, and the chief commodities of Y Wladfa, as the province is called, are now sheep and oil. The settlement extends from the Atlantic in the east to the Andes peaks on the Chilean frontier, some 57,600 square miles.

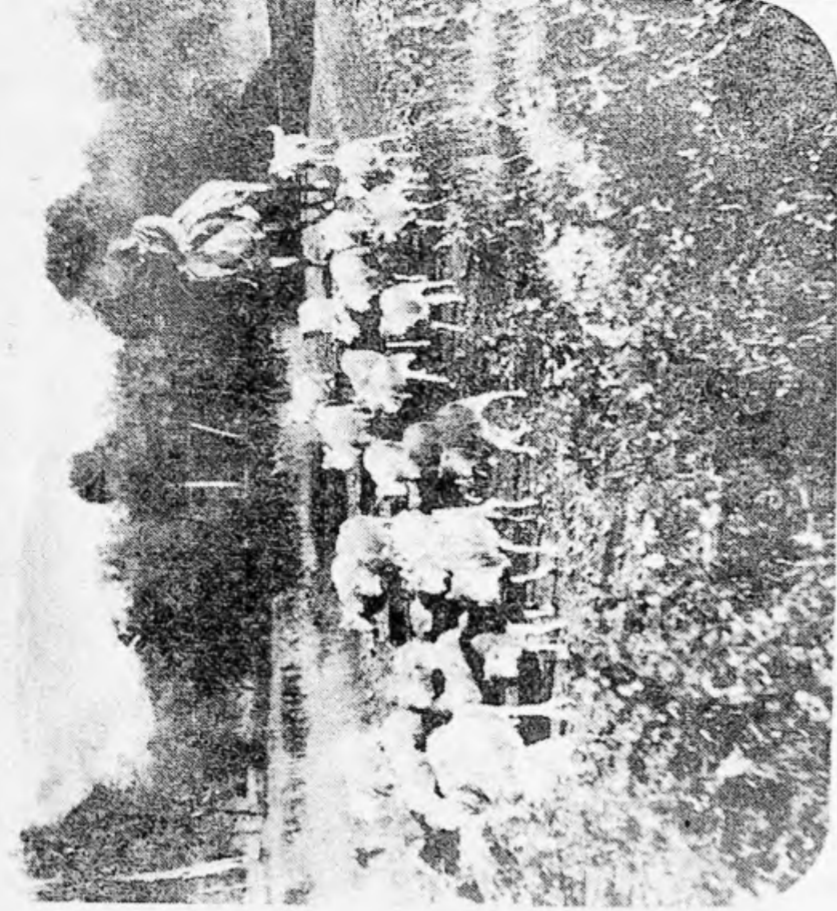
A few years ago, my friend Kyffin Williams, one of Wales's leading artists, was offered a Churchill Foundation Scholarship to visit the province to try to put on record for posterity all that is still Welsh in Wales's most famous expatriate community.

Welsh patriotic feeling he still found, especially among the older people. After all, it was only the fading of the first Welsh settlers.

But the one reason for which their great-grandparents left home and hearth — to be allowed to rule their own destiny — has ironically been betrayed. They may still have their own religion (provided they have not intermarried with Italians or Spaniards brought in by the advent of industry), but the teaching of the Welsh language is now forbidden in the schools. So also is the christening of a child with a Welsh name: Spanish first names are mandatory.

Of some 20,000 people of Welsh descent, only some 1,000 now speak the language.

The one ideal for which their forbears suffered, starved, and sometimes died in the last century has been swept away. Perhaps it would have been better if they had gone to the Falklands after all! Britain would have rescued them as valiantly as they rescued the present islanders, and they would have achieved their ultimate ideal of becoming, and remaining a pure Welsh colony.



● . . . and driving sheep at Cwm Hyfryd

An Airline for the Falklands

by M. J. HARDY

ALTHOUGH IT may be some time before the findings are made known of the inquiry being set up by Mrs. Thatcher on whether the Government could or should have anticipated the Argentine invasion of the Falkland Islands, it is already possible to discern two basic causes of the invasion that go back a long way in time. First of these were the poor air and sea communications between the Falklands and the South American mainland—indeed, the lack of any air service at all until quite recently—that contributed so much to the impression of a neglected colony which Britain would not be prepared to fight for, and which in the end proved to be too tempting for General Galtieri and his junta colleagues.

The second cause, which powerfully influenced the first, is what can only be described as the Foreign Office's "Post-Colonial guilt syndrome", which led to the mistaken belief that the Falklands' colonial status was something to be ashamed of, and unacceptable to "world opinion".

Indeed, Whitehall's failure over the years to understand the importance of adequate communications to Port Stanley has been so massive that it can hardly be shrugged off as the product of oversight. Rather does it point to a deliberate and furtive policy of some years' standing aimed at the eventual cutting adrift of the Falklands from British rule and conceding sovereignty to Argentina in order to buy goodwill in Latin America.

As part of this process investment in the islands has been discouraged by the F.O. and the only air service to the mainland was operated by the Argentine military airline LADE—Lineas Aereas del Estado—rather than a British one. No doubt it was hoped that this would help precondition the islanders to the eventual acceptance of Argentine sovereignty—but it did not seem to.

It was on 28th September 1966 that the Falklands' lack of air communications really hit the headlines when Aerolineas Argentinas Douglas DC-4 LV-AGG, on a domestic flight from Buenos Aires to Rio Gallegos in southern Patagonia, was hi-jacked by a Right Wing extremist group called "El Condor", who made the pilot, Captain Ernesto Garcia, divert the aircraft to Port Stanley where it forced-landed almost out of fuel on the racecourse. This was intended to publicise Argen-

tina's claim to the "Malvinas", as they call the Falklands—which is ironic, because this name derives from the French name of Iles Malouines given by some French adventurers from St. Malo who visited the islands in the first half of the 17th century. First France and then Spain established a presence there in 1764-66, and on the basis of being there first it is these countries rather than Argentina who might have the prior claim.

Be that as it may, among the passengers in the hi-jacked DC-4 was Rear Admiral José Maria Guzman, the Argentine Governor-designate for the Falklands and related territory, which leads to the interesting speculation that there may have been unofficial collusion between the "El Condor" group and some of the Argentine military. Was the hi-jacking intended to test British reactions? For it was apparently timed to coincide with an unofficial visit Prince Philip was making to Argentina, and the resumption of talks in London the following month on Argentina's claim to the Falklands.

Yet in spite of the warning given by the hi-jack drama, nothing was done for some time to set up any air links with the mainland. This may have been because the Foreign Office felt that setting up an airline with the Falklands name while talks were still in progress about the Argentine claim might have been considered provocative!

But as the 1970s dawned only a sea link was available from Port Stanley to the Argentine mainland that was hardly any improvement on the maritime links available in the 1930s. This service was operated by R.M.S. *Dunedin* which was withdrawn at the end of 1971; some passenger accommodation, although hardly luxurious, was also available on one of the ships carrying sheep to Chile. And this at a time when Aerolineas Argentinas was operating Hawker Siddeley HS 748 Series 2s on its domestic routes (these entered service in February 1962) and had just introduced its first Boeing 737, leased in January 1970 from Britannia Airways, pending delivery of its own 737-287s for the domestic network; Aerolineas now has ten of these Boeings, plus two more 737-287Cs.

The impending withdrawal of *Dunedin* led to an agreement with the Argentine Government in June 1971 for the operation of services from Comodoro Rivadavia, the oil port in the Gulf of San Jorge, to Port Stanley. A runway was at last built there in place of the former airstrip, and LADE began services with Fokker F.27 Friendship 600s and later with F.28 Fellowship 1000-Cs operating twice a week.

It is this failure to encourage an airline service to the mainland that, more than anything, suggests a quiet Foreign Office conspiracy to cut the islands adrift from Britain. There could, and should, have been such air links much

earlier, but ever since responsibility for the Falklands was switched at the Foreign Office from the Dependent Territories desk to the Latin American desk, the F.O. has argued that the islands do not have an economically viable future without a link with Argentina. But if the runway were lengthened, jet services to Montevideo and Rio de Janeiro, linking up there with British Caledonian Airways and other services to Europe, would be possible, although the F.O. has argued that a runway extension could not be built until there was more traffic to justify its cost.

But if the Chileans could build a runway on Easter Island for LAN-Chile's Boeing 707 services from Santiago to Papéeté (Tahiti), then surely the much more populous Falklands could support one jet service a fortnight from Port Stanley to London. LAN-Chile's Santiago-Easter Island service was inaugurated on 3rd April 1967 with a DC-6B, this type being replaced later by 707s, and the Tahiti service through Easter Island was the first ever between South America and the South Pacific; it has now been extended to Fiji, thus making a route of unique and fascinating tourist potential.

Yet even the bleak and windy Falklands could have some tourist potential, because of their bird life, and it is interesting to note that Argentine cruise liners were running tourist cruises before the invasion from the southern port of Ushuaia to Antarctica and some of the offshore islands, partly with a view to enhancing the Argentine claim to a 475,000 square mile sector of Antarctica.

But because the Port Stanley runway was not extended one firm prepared to fly all the Falklands' mutton to the Middle East (at present only the wool is sold) was unable to do so, while the F.O. has also discouraged a £13 million proposal for a seaweed-processing plant on the islands. Even more unforgivably, the F.O. has insisted that the region's oil potential was an unknown quantity, which has led to the Government refusing all applications for oil prospecting licences and the returning of oil companies' deposits, including that of one firm prepared to build a road network for the islands as well. All this is powerful evidence to favour the theory of a "cut them adrift" conspiracy.

However, there are signs of better things on the way. Port Stanley's present 4,000-ft. runway is to be extended to 6,000 ft. with plastic matting, which will enable fighters such as Phantoms to be based there, and R.A.F. Hercules have already started flying in from Ascension Island, using flight refuelling. And Mr. Mike Keegan of British Air Ferries has applied to operate a Viscount service from Port Stanley to the Chilean port of Punta Arenas on the Magellan Straits, linking up here with LAN's domestic network.

-7 AUG 1982

Back to the Falklands

Types for grass experiment to aid development

TOM DAVIES had just finished decorating his new home in Port Stanley when he learned that the Argentines planned to invade the Falkland Islands.

In the two months since he'd arrived at the colony to work on a grassland research project Mr. Davies, helped by his wife Gwen, had transformed the neat bungalow at 21, Davis Street East (named after the Briton who first saw the islands in 1592) into the kind of house where they could live comfortably for the next three years.

"At least, that's what we thought," says Mr. Davies wryly. "In fact I was just putting the finishing touches to the paintwork when the news about the impending invasion came over the radio."

Looking back, the couple could have saved themselves a lot of sweat. For the following day's events, spoiled all their handiwork.

"They said they were coming at six o'clock and you've got to give them their due," Mr. Davies says. "They were bang on time."

Distant gunfire on that morning of April 2 warned the 60-year-old Welshman and his wife that fighting had begun.

What they didn't expect was that they'd be in the middle of it.

"When the first explosions came Gwen was in the bedroom on the floor next to the bed and I was under the dresser in the kitchen," Mr. Davies recalls. "During a lull, I crawled along the passage and joined her."

"It was cold, so I pulled a continental quilt over us."

Just then a mortar bomb crashed through the roof. Jagged chunks of shrapnel streaked through the thin plasterwork of the ceiling, sending down clouds of dust. At the same time, the cold water tank was holed and water poured out.

Devastation

As they were surveying the devastation, a group of Argentinian soldiers rushed in and ordered them to come out of the house with their hands up. "For people who were supposed to be liberating the islands, they looked pretty serious," Mr. Davies remembers.

To someone who had spent the last 17 years, casting his eyes over the green fields of the North of England, gazing down an Argentinian gun barrel was a disturbing experience, as Mr. Davies realised as the days went by following the invasion.

"At first we were too busy sorting out our things and finding somewhere to live," he says. "But as time wore on we naturally felt a sense of shock."

Like the rest of the islanders, Kelpers (natives) and "ex-pats" alike, the Davies knew instinctively that life on the colony would never be the same again.

HIS house was pounded to pieces by Argentinian mortars.

His grassland experiments have been put at risk by mines.

But as agricultural scientist Tom Davies tells CHARLES BOWDEN, he can't wait to get back to the Falkland Islands.

From January 20, when he and Gwen arrived at Port Stanley to the end of March Mr. Davies had flung himself into the work for which the Overseas Development Administration had sent him to the South Atlantic: trying to boost the islands' sheep-farming economy by improving grazing areas.

Few people could be better suited to this job. Regional agronomist for the Ministry of Agriculture at Newcastle until his retirement in November, Mr. Davies trained as an agricultural botanist at the Welsh Plant Breeding Station at Aberystwyth and in his 35 years of advising farmers had built up a national reputation as a grassland specialist.

He'd also been to the Falklands before. In 1972 he led a team of five agriculturalists sent to the colony to see if ways could be found to increase wool output from the 80,000 Falkland sheep and subsequent land improvement work there has been based on what his group recommended.

"At the moment the survival rate of sheep is so low that every lamb born has to be kept merely to maintain flocks," Mr. Davies says. "You can't select the better sheep for wool production, because you can't afford to cull any. And there are no spare lambs for meat."

The key to getting more lambs is to give ewes better nutrition. And the key to that is to feed them well at tugging, lambing and in early lactation. In Britain a system enabling farmers on poor land to do this was developed by the Hill Farming Research Organisation at Sourhope, a farm in the Cheviots near Yetholm. It consists of fencing off a small portion of hill ground and using it at the three crucial times, with flocks roaming the rough grazing area the rest of the year.

In some parts of the Falklands this "two pasture" system has already succeeded in raising the number of lambs which survive from about 60 to 80 for every 100 ewes. Compared to our average for hill farms of about 110 it sounds very poor. But it's a start.

With his colleagues at the Falklands' grassland trials unit Mr. Davies found however, that even saving the

better grazing for ewes at critical times was not enough.

"The land was still pretty lousy," he says. "So reluctantly we decided to try some re-seeding."

The reluctance stems from two reasons: the cost, and the worry about disturbing the islands' fragile ecological balance. Grass on the islands is divided roughly into two groups: the white grass on "soft" camps (fields) and diddledee, which is similar to our heather. Neither lends itself to any great improvement.

Re-seeding

Having decided to pioneer re-seeding on the islands, Mr. Davies picked a 300-acre site on an isthmus called Camber north of Stanley and fenced it off from the rest of the surrounding countryside. Plots of land were rotated, and the whitegrass which came out was set on fire. In the resulting seedbed Mr. Davies sowed various types of grass, varieties which might suit the Falklands.

Before winter set in the end of February this grass is showing through well, as were the plots examining seed rates and how much fertiliser

grass in these conditions needs.

How the sites — and those at Teal Inlet, Goose Green and Roy Cove — will look now is anybody's guess.

Mr. Davies has heard that his main plots have not been disturbed in spite of the intense troop activities in the immediate area. What has happened though is that the Argentines mined the approach track and the perimeter.

"Keen as I am to get back to work I would prefer the mines to be cleared before I start," he says.

Other things have changed. His work hut (Uncle Tom's Cabin to his friends) has gone. And the trials unit's base at the island's meteorological office — it was the Argentinian chiefs' military base — has been wrecked.

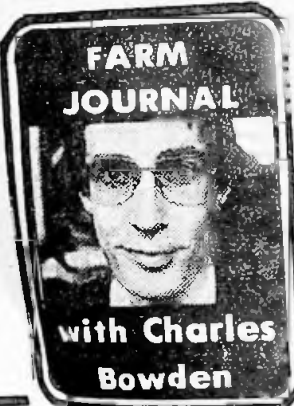
Items like this can be replaced. But gone forever are some friends, including Susan Whitley, young wife of the grassland unit's vet, Stephen Whitley, who took the Davies in when their home was shelled. Susan was one of the civilians killed when Stanley was re-occupied by the Task Force.

Tom and Gwen Davies stayed at Port Stanley for three weeks, whiling away the time on long walks. "The Argies didn't chuck us out, and we knew the Task Force was on its way," Mr. Davies says. "Then one day Galtieri said something to the effect that his men would fight to the last, and we decided to leave."

Now Mr. Davies is waiting to be told to go back. His contract with the O.D.A. is still in force and he knows the job is there to be done. If anything, his work will assume a greater significance as extra resources are pumped into the colony in the wake of the war.

"I'd like to get there before October, when the grass stops growing," he says. "But we'll just have to wait and see."

He's looking forward to returning and seeing which house he'll be billeted in. But whether he'll be in such a hurry to decorate it this time is another matter.



TOM DAVIES — hopes his grass experiment in Falkland is a right. Picture Geoff Hewitt.

Extract from
Pulse International, London

27 AUG 1982

Falkland GPs' tale of horror

By Natalie Kennard

³⁰⁰³
An Argentinian soldier shot himself and managed only to blast away his shoulder, others stepped on their own mines, a field medic amputated a leg without anaesthetic . . . but two British doctors were forbidden to help.

Drs Daniel and Hilary Haines returned from the Falklands last week and described the horrific conditions during the short war.

In the first weeks of occupation they continued work at the King Edward Memorial Hospital in Port Stanley. While they operated on injured Argentinians, the soldiers' friends, armed with machine guns, paced around the operating theatre.

Hilary said: 'We were working flat out and were hindered by Argentinian soldiers who said they were doctors.'

'They were excitable and

curious and wandered around the theatre carrying their guns.'

'They wanted to see what was going on, particularly if one of their men was on the operating table. Once there were six guns pointing everywhere in the theatre.'

Her husband later persuaded an Argentinian officer to limit the number of guns carried in the hospital.

The Haines still do not know why they were forced to leave their posts. With the islands' leaders and the men who were known marksmen, they were given five minutes to pack before being flown with their three children to Fox Bay where they were detained in a farmhouse.

The whole family lived in one bedroom with the children

sleeping on sheepskin rugs. Food was provided by the farm manager and the women shared the cooking. Fourteen others shared the three-bedroomed house.

Hilary said: 'There were planes flying overhead. I saw them dropping bombs as I stood at the kitchen sink peeling the carrots.' One star shell, fired by the British Task Force, came through the roof and landed in the larder.

While detained in the house the Haines saw critically-injured Argentinian soldiers and offered to help them. They were horrified when they heard of the makeshift amputation but were not allowed to help. 'We had access to ether. We could have improvised,' said Daniel.

During their detention they listened to the BBC World Service on an old radio kept hidden under a pile of washing during frequent Argentinian searches.

On June 14, Royal Navy officers arrived by helicopter to free the captives. Daniel said: 'Their pockets were bulging with sweets for children and the youngsters hared across the garden to meet them.'

After a holiday in this country with their relatives, the Haines will return to the Falklands in October to complete a three-year contract.

'The Argentinians have ruined the islands for ever,' said Daniel. 'They will never be the same. Anti-personnel and anti-tank mines have been planted all over the place.'

'The Argentinians kept no record of them so the children will never be able to run about in safety again.'

INTERNATIONAL PRESS-CUTTING BUREAU
1, Knightsbridge Green, London, S.W.1

Extract from
The Times, London

Falklands ³⁰⁰³ case for UN

By Michael Horsnell

Representatives of the Falklands Islands Legislative Council will present the islanders' case for self-determination for the first time when they meet the United Nations decolonization committee in New York next week.

The committee asked Britain and Argentina in 1965 to resolve their sovereignty differences but has never before heard the islanders' case directly.

Mr John Cheek and Mr Tony Blake, elected members of the Falkland Islands Council, stopped in London last night to explain that while the islands are "one hundred per cent rock solid British" they want to reserve the right to determine their long-term future.

The islanders, meanwhile, are awaiting with some anxiety publication of the Shackleton report to see what the British Government has in mind for the development of the islands. This includes the permanent billeting of as many as 3,000 troops and the service industries that will involve, as well as the development of the woollen industry and the harvesting of seaweed.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Newbury Weekly News, Berks.

Council welcomes back Falkland Islands

THE Conservative Government provided £1,000 million to finance the Falklands conflict, yet could not meet the nurses' pay claim nor find the money for much-needed social service improvements, commented Labour leader, Dr. Lawrence Silverman, at Berkshire County Council's meeting on Saturday.

The moral justification for the Falklands exercise was not a question of sovereignty, but that people living there should retain their way of life and not be overrun and colonised by an objectionable regime, he said.

Pangbourne Conservative, Mr Frank Lewis, who has a business in Newbury, said he was disgusted by Dr. Silverman's speech. Britain's intervention in the Falklands was fully justified, and British troops had shown their character and ability. He thought Dr. Silverman should apologise for his comments.

"I have not in any way denigrated the way the troops conducted themselves," said Dr. Silverman.

The heated exchange stemmed from a motion from Conservative mem-

ber, Mr Gerald Hughes, placing on record the council's deep appreciation to Berkshire people taking part in the campaign, and especially those regiments having a special association with the county for the gallant conduct of their officers and men. The motion also expressed condolences to relatives of those from Berkshire who had lost their lives in the South Atlantic in defence of freedom.

Mr Hughes agreed to amend the first part of his motion — congratulating the Prime Minister on the prompt and decisive manner in which HM Government had restored British sovereignty in the Falkland Islands — so that it could be seen as completely unpolitical in its content. Instead, the council simply welcomed the

restoration of British administration.

In return, Liberal Mr John Leston withdrew amendments calling for a full and honest investigation into the causes of the conflict and the resignation of any person responsible for the unnecessary loss of life.

To congratulate Mrs Thatcher on the campaign was like thanking the police for apprehending the intruder in the Queen's bedroom, said Mr Leston.

One reason for the success of the Falklands operation was that no artificial cash limits were placed on its conduct, said Mr Peter Jones, Labour. He wished the same principles could be applied to the fight against unemployment.

Labour's record in the Falklands crisis was unimpeachable, pointed out Windsor councillor, Mr Ralph Maddern.

With the amendments, councillors gave unanimous backing to Mr Hughes' motion.

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Extract from
Kent Evening Post, Maidstone.

READ with
sure that a
welcome home
was being planned
for HMS En-
durance to
Chatham
Dockyard.

Whilst it was very pleasant to read that the welcome would include a flotilla of small craft escorting her up river and a civic reception for Medway men who served in the Falklands, where is the opportunity for the general public of the Medway Towns to show their appreciation and enthusiasm?

I realise this is primarily a day for the relatives of the crew but as at other welcome home celebrations for Task Force ships it was shown that the general public also wanted to cheer and wave the flag.

I can foresee security problems, but they seem to manage at events such as Navy Days.

The only public site I can see would be the beach at Gillingham Strand.

However, HMS Endurance would be too

far off - shore for this to have any effect.

So please, wake up Ministry of Defence, realise that never again will Chatham have an opportunity of a public welcome for a warship and let the public 'in on the act'. — J E B. Gillingham.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Scotsman, Edinburgh.

NO FALKLANDS TRIP YET FOR THATCHER

Downing Street yesterday dismissed reports that the Prime Minister is planning to visit the Falkland Islands in October. A visit is still being considered but Mrs Thatcher will wait until more reconstruction work is done on the island before deciding whether to go — possibly early next year.

Downing Street officials said yesterday Mrs Thatcher considered reconstruction and rehabilitation to have greater priority than a visit. They are keenly aware that such a trip could be criticised as a publicity stunt.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Economist, London.

-7 AUG 1982

Antarctica

Icing the cake

The British Antarctic Survey has done well out of the Falklands war. Britain's prime minister, Mrs Margaret Thatcher, has decided to bestow an extra £5m (\$9m) on it—doubling its funding for this fiscal year. But though the political rationale is clear, the economic justification for this fit of unaccustomed generosity is less evident.

Antarctica has long been billed as an El Dorado of natural resources. Twelve countries, including Britain, America and Russia, have over 40 bases between them looking at the possibility of large mineral deposits. The 14 signatories of the Antarctic Treaty of 1959 have been trying for the last six years to work out some agreed regime for the exploitation of natural resources.

There is thought to be fish in plenty—and some concern that the area is already being over-fished. Krill—a small, shrimp-like creature high in protein—may be the area's most valuable resource. That is already being tapped, principally by Comecon countries—undeterred by the high

costs—and, to a lesser extent, by Japan. Around 600,000 tonnes of krill were caught last year. Most of it was used as animal feed, though the Japanese are apparently developing a taste for krill-burgers. The FAO estimates that 150m-200m tonnes a year could be caught without reducing the population—which compares to the world's total catch of fish of a mere 70m tonnes a year. Maybe. Nobody quite knows.

Antarctic scientists are much less optimistic about mineral resources. All sorts of deposits have been found—but in disappointing quantities. The only significant find so far has been coal—there in large quantities but rather low quality. Chile reported that it had discovered vast copper deposits on the Antarctic peninsula (an area claimed by Britain, Argentina and Chile). But when an American team went to investigate, it found quantities barely worth mining in the best of conditions—let alone Antarctic ones. There is some molybdenite (used in steel alloys), but, again, not enough to make it worth extracting.

Some 60m years ago, Antarctica was part of the same land-mass as South Africa, and its geological structure suggests that it may have similar deposits of valuable minerals like chromium and uranium. So far, there is evidence of chromium only in small quantities and a radioactivity survey of the continent, being conducted by the University of Kansas, suggests that there is not much uranium either.

The real problem is that only 2% of the continent is free of shifting layers of ice up to 5km deep. Drilling through those would be nigh-on impossible. Only large deposits of a valuable mineral on the other 2% would make exploitation in Antarctic conditions worthwhile.

The chances of such a deposit being found look slim. But there may well be South Sea oil. The geological structure of the area, and the fact that Antarctica used to be a neighbour of the Bass Straits field between Australia and Tasmania,

See any resources?



suggest its presence. No one has actually found any yet. Estimates of how much there may be range from 50 billion barrels to none.

If oil there is, the problem would be getting it out at an economic price. With today's oil prices—and today's technology—the prospects look bleak. The continental shelf of Antarctica is 2,000 feet deep, compared to 600 feet in the North Sea. The weather is horrid.

One of the scientists in the American Antarctic team estimated that the price of oil would have to be 10 times its present level for Antarctica to tempt oil companies. Producing oil from coal would be economic long before then.

While there may be plenty of reason for countries to jockey for position in Antarctica for the long term, hopes (or fears) that the area could prove a resource bonanza in the near future look a tad of old krillswallop.

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Extract from
Coventry Evening Telegraph.

6 AUG 1982

Tractors for Falklands

TRACTORS from Massey-Ferguson are being used in the reconstruction of Port Stanley airport in the Falkland Islands.

The Coventry company has secured a Ministry of Defence contract for 12 tractors.

Extract from
Peebleshire News, Peebles

AUG 1982

Letters to the Editor

Falklands Appeal

3003 July, 1982.

Madam.—The Falklands Appeal was launched on June 10, to help the Islanders to normalise their lives as quickly as possible. We have raised some £80,000 but are finding that confusion exists between the various funds which have been set up. I shall be grateful if, through your good offices, the position could be made clear.

The South Atlantic Fund was set up by the Government to benefit existing Services and Merchant Marine charities which in turn would help the dependents of those members of the Task Force killed or wounded during the campaign. The fund may not be used for the benefit of the Falkland Islanders.

The Falklands Appeal is a non-charitable Trust set up under the patronage of Lord Shackleton to assist individual Falkland Islanders who have suffered deprivation. The Trustees have discretion to distribute the fund on the widest possible basis. Donations should be sent to The Falklands Appeal, 12 Greycoat Place, London SW1, or may be paid into any branch of the National Westminster Bank for Account No. 242 240 30.

The United Kingdom Falkland Islands Trust is a registered charity established in June, 1981, for the longer term benefit of the islanders, to which covenanted contributions may be made and sent to 2 Greycoat Place, London SW1.

The most urgent need is for cash donations to the Falklands Appeal so that the islanders can be speedily helped to regain their peaceful way of life. Any monies remaining after the immediate needs of the islanders have been met will be passed to the United Kingdom Falkland Islands Trust.

We should like to thank all those who have already contributed so generously to the Falklands Appeal. — I am, etc.,

Alan Mills,
Appeal Director,
Falklands Appeal.

12 Greycoat Place,
Westminster,
London, SW1.

Extract from
Gravesend Reporter, Kent

6 AUG 1982

Thrown to death through car roof

ONLY a month after being taken off South Georgia by the British Task Force at the start of the Falklands campaign a member of the British Antarctic Survey team died in a car accident.

Mr Barry Wheeler, 28, of Aveling Close, Hoo, Rochester, was killed after being flung through the open sunroof of his sports car as it plunged eight feet from a dual carriageway near Ross-on-Wye, Herefordshire, a Hereford inquest heard on Thursday night.

After hearing evidence that both he and his passenger Mr William Armstrong, another member of the team, had not been wearing seatbelts, Hereford Coroner Mr Phillip Powell said: "Both men were thrown from the car. This would not have happened had they been wearing seatbelts. But they were not, and Mr Wheeler died."

Accidental

A verdict of accidental death was recorded.

Mr Rodney Whitfield, of The Moorlands, Kidlington, Oxford, had been travelling behind Mr Wheeler's TR7 Sports car as they were both heading towards Ross on the dual carriageway. He had thought Mr Wheeler was steering too close to the central reservation.

"I was saying this to my wife when he corrected himself and came back towards the inside lane," he said. "Then the car whipped one way and then the other and kept on getting worse un-

til it ended up sideways on in the central reservation." Mr Whitfield said he then saw the car drop eight feet on to the other side of the dual carriageway.

"It rolled over four or five times and I saw the two men being thrown out of the top," he added.

Both Mr Wheeler, a builder and Mr Armstrong, a 30-year-old joiner from Davidson Terrace, Haddington, East Lothian Scotland, had been working at a firm near Ross learning the techniques of constructing prefabricated plywood buildings which they were due to transport and erect in Antarctica this November.

They had been to Wales

Antarctic team man not belted up

on a day-trip and were returning to Ross when the accident happened.

Mr Armstrong said Mr Wheeler was driving about 60 mph.

"I was looking out of the window," he went on. "The next thing I heard was Barry saying 'bloody hell.' We swerved off the road and dropped seven or eight feet."

The inquest heard that crash barriers along that stretch of road ended just before the spot where Mr Wheeler's car had crossed the central reservation.

The coroner said Mr Wheeler, who died from severe head injuries, had over-corrected the steering and had lost control.

Extract from
Chartered Surveyor, London

AUG 1982

Falklands agriculture

Now that the fighting is over, agriculture in the Falklands needs bringing up to date if the islands are to prosper, says land agent **John Osborne** who made a pre-war trip to the South Atlantic

In early April 1979 I left the fertile Buenos Aires province and travelled to Comodoro Rivadavia, then as now the Argentine staging post to the Falkland Islands.

The economy of the Falklands rests almost exclusively on the production of wool. The fact that those countries in South America nearest to the islands are self sufficient in red meat, and the distance from other markets in Europe has meant no demand for sheep or lamb carcasses. Despite the enormous potential that may exist in the seas around the islands, the islanders themselves surprisingly have no fishing boats. The only fishing boats in evidence were those from East European countries.

The natural "camp" or countryside is in many ways similar to that of the Western Isles, and the two most striking factors to a visitor are the absence of trees and the constant wind. The vegetation is largely white grass.

During my visit I spent some time with Dr Campbell Kerr the head of the grassland trials unit, who was attempting to improve the natural sward. A three pasture system had been evolved involving re-seeding with Timothy and Meadow grass, as well as with Yorkshire Fog! Mineral deficiencies in the soil have kept stocking rates to around one ewe for eight acres, with the main sheep breed being a hardy Down cross Cheviot with some Merinos. These poor stock-

ing rates account for the need to have very large farms, and even then farmers' incomes are low.

The Falkland Islanders themselves proved very friendly and incredibly pro-British, with Union Jacks even at that time on view in almost every home. The considerable problems caused by the distance between themselves and the United Kingdom were evident, and lack of investment was obvious. The total dependence on an industry whose major markets had been eaten into by synthetic fibres has caused many of the younger people to leave and find work elsewhere. To a large degree the blame for this stagnation rests with the Falkland Islands Company, who as well as owning approximately half the farming units, also run the main trading operation — including the supply boat, bank, store, wool merchants and wharf. This allows them an unhealthy degree of control.

If the Falklands are to have a future then almost certainly there will be a need to advance the agriculture which has remained at the same production level for almost thirty years. Investment will be needed to develop the recommendations contained in the Shackleton report and if this is done then perhaps the last half century of decline and decay can be reversed and the Islanders can look forward to a more secure and prosperous future.

John Osborne ARICS is a partner of Woosnam & Tyler.

Extract from
Sheffield Morning Telegraph

- 7 AUG 1982

ALTHOUGH the British Antarctic Expedition has had £5m provided by Mrs Thatcher since the Falklands episode, thus doubling its funding, it should not raise hopes too high.

In theory there ought to be something there. In fact little has been found except coal of quality too poor to mine even under normal conditions.

The problem is that the continent is covered in up to three miles depth of shifting ice and you cannot drill through that. Only 2pc of the land mass is free of this cover. As to oil, one estimate is the world price would have to rise ten-fold before it would tempt the oil companies.

Extract from
Western Daily Press, Bristol

29 JUL 1982

Falkland rumpus

The Legislative Council of the Falkland Islands opened its first meeting since the South Atlantic conflict yesterday with a row.

Council member Mr Terry Peck denounced the appointment of Major General David Thorne, commander of land forces and military commissioner of the islands, as a non-voting member of the elected legislative body.

Mr Peck said proclamations signed in London without the knowledge of the council had altered the constitution of the Falklands.

"We have just fought to rid ourselves of Argentine military administrators, and immediately allow a British one to sit on council," he said.

Extract from
Manchester Daily Telegraph.

- 9 AUG 1982

ISLANDS MAY GET LONDON BUSES

By Our Transport Correspondent

Some of London's world famous red double-deck buses may soon be providing transport in the Falkland Islands.

Mr David Quarmbay, managing director of buses for London Transport, said he had told the Falklands Appeal Fund he was prepared to give a small number of Routemaster buses, plus training facilities. "I recognise there could be problems because of the roads out there," he said.

Extract from
Western Morning News, Plymouth

Off to the Falklands

RECENTLY retired general practitioner Dr. Bruce Marsden has been appointed to help the Falkland Islands' Government by working for the Overseas Development Administration.

Dr. Marsden (60), lives at Fairfield Close, Exmouth, and is married with a grown up family. He was until recently a doctor at Bow.

He will be going to the Falklands as one of a team of three medical officers and will remain on the islands for a year.

It has been an ambition realised as he has always been keenly interested in the Falklands and its people. He is also interested in their stamps and collects as many of them as possible.

Dr. Marsden was due to go to this South Atlantic community back in April but events overtook matters.

He is one of a team of 35 personnel recruited by the Overseas Development Administration to fill essential posts in the Falklands as part of a programme of rehabilitation and reconstruction.

Extract from
Western Morning News, Plymouth

Mailbag snatch — in a good cause

A NEW method for collecting post from the Falkland Islands has been developed by the RAF.

Hercules aircraft based at RAF Lyncam, near Swindon, Wilts., will "snatch" the mail from the ground while Port Stanley airfield is closed for repair and extension work.

An RAF spokesman at Lyncam said yesterday: "We will be trailing a hook behind the aircraft and snatch the mail suspended from a post."

Mr. Peter Blaker, MP, the Minister of State for the Armed Forces, yesterday toured the base from where the Hercules fleet has flown more than 20,000 hours and carried 12-million pounds of freight from helicopters to strawberries since the Falklands crisis began in early April.

The mail grab is made by a Hercules aircraft trailing a grappling hook on 150 feet of nylon rope.

The aircraft flies low, between 50 and 60 feet, over two poles.

Slung between these poles is a loop of nylon rope, attached to the loop is the mailbag on a tail of rope.

The grappling hook catches the loop and drags it and the mail bag into the air.

The aircraft then climbs away lifting the bag cleanly off the ground.

Meanwhile the rope, grappling hook, loop and mailbag are winched into the aircraft over the open rear ramp.

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Extract from
Richmond & Twickenham Times, Surrey

MP sees krill as new source of food supply

THE post war economy of the Falkland Islands could be revived by exploiting the food potential of krill, according to Mr. Toby Jessel, MP for Twickenham.

In a letter responding to a Parliamentary question from Mr. Jessel, the Minister of Agriculture, Fisheries and Food, states: "The food potential of krill has been known for a number of years. The prospects for exploiting this species on a commercial basis are good."

"Not the least of which would be the need to establish a market for krill products acceptable to the consumer."

But Mr. Jessel says that the effects of the Falklands conflict provide an opportunity to rebuild the islands' economy and ease the world's food shortage.

"Krill could make a colossal contribution to food supplies in the world and also become a major industry in the South Atlantic, the Arctic and the Antarctic. This small crustacean shell fish is the main diet of the whales, the slaughter of which by Russian and Japanese whalers has disturbed the balance of nature so that krill has multiplied to a great glut."

Mr. Jessel added: "If the technological problems can be overcome, up to 150 million tonnes of krill could be processed every year; enough to provide for one quarter of the world's protein needs."

Even if the killing of whales stopped immediately, claims Mr. Jessel, it would take "many decades" for

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Extract from
Evening Chronicle, Newcastle-upon-Tyne.

Maggie for Falklands

PRIME Minister Margaret Thatcher will visit the Falkland Islands it was revealed today.

She is determined to personally thank troops now defending the Islands and to boost the morale of Islanders.

Mrs. Thatcher will assure them that cash help is on the way to rehabilitate their homeland.

The visit will probably take place in October once Mrs. Thatcher has studied the final, updated report requested from Lord Shackleton on the needs of the Falklands.

Election

The Port Stanley Airfield must be extended to take long-haul military jets, but this work should be completed next month.

It will be the first time a British Prime Minister has made the 8,000 mile trip.

Mrs. Thatcher will be back from the Far East at the end of September in time for the Tory Party Conference at Brighton.

There would then be a few days before the spill-over session of Parliament begins on October 18, followed by the State Opening of the new session on November 3.

The Falklands visit could also help the Tories in the crucial Birmingham Northfield by-election, expected in November. The seat was held by the late Jocelyn Cadbury.

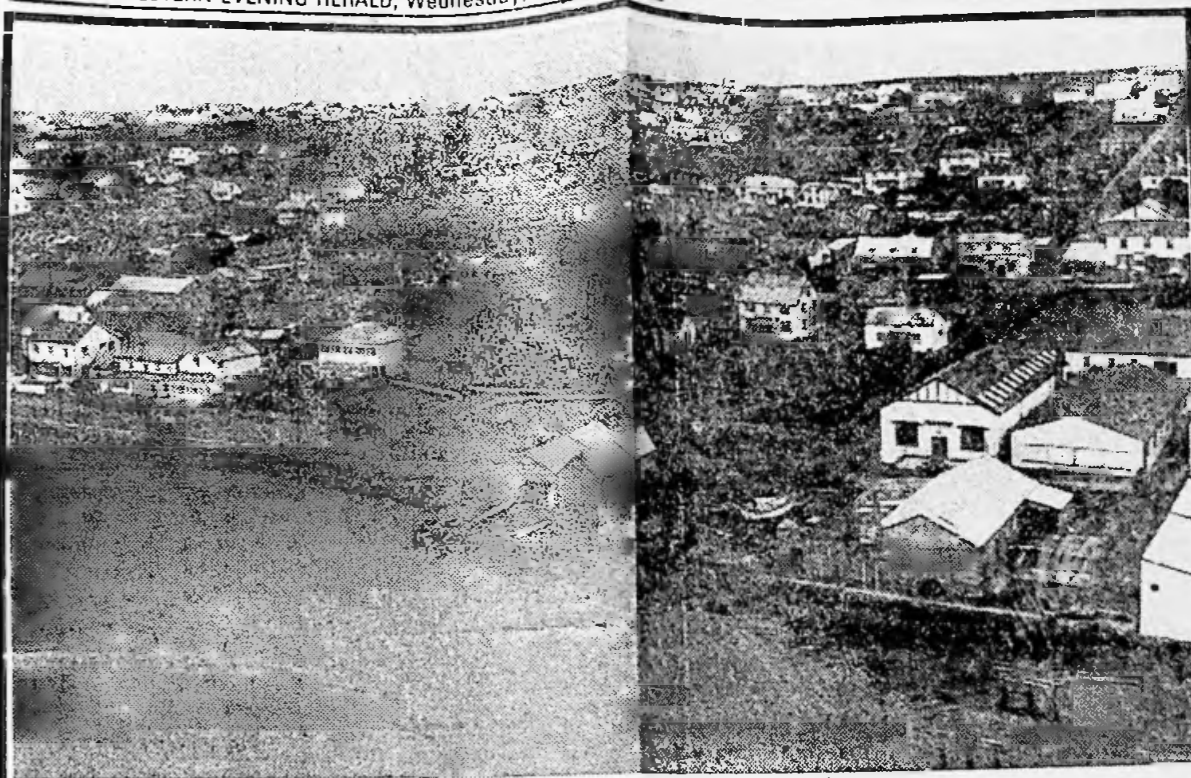
Mrs. Thatcher today prepared for her summer holidays in Switzerland. She flies out at the end of the week.

The Prime Minister has a hectic summer schedule including a two-week trip to Japan, China and Hong Kong starting on September 16.

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Extract from
Western Evening Herald, Plymouth

6 WESTERN EVENING HERALD, Wednesday, August 4, 1982



Port Stanley — centre for island tourists?

THE Costa del Sol, Florida and the Greek Islands act like magnets for holidaymakers and now the Falkland Islands are hoping to join them.

After the ravages of war have been cleared up, the Falkland Islands Office is hoping to develop a tourist industry based on the wildlife and the natural beauty of the South Atlantic.

The islands have certainly lost the thousands of Argentinians who flocked to Port Stanley to buy goods which were much cheaper than those sold in the shops of Buenos Aires and the mainland.

But the Director General of the Falkland Islands Office, Air Commodore Brian Frow is confident that the new tourists will come from Britain, Europe and the United States.

Bigger runway

His hopes, however, are dependent on many things. He said: "The main thing to be done is an extension of the Stanley Airport runway to 9,000 feet so that it can take international jets."

"This is really the most important thing which has to be done to guarantee the islands' future economically and defensively."

At present the old 3,000-ft runway has been cleared of mounds and is being extended by the British Army to 6,000-ft with steel planking.

The Islanders want a 9,000-ft concrete runway but no decision has yet been taken on whether that will be built.

Another must is additional tourist accommodation in Port Stanley which had half of its 400 houses damaged — 72 of them very badly during the war.

The Islanders also need an improvement in their internal air service to carry tourists to the other islands where the

The Falklands — an ideal holiday centre

by Derek Robins

colonies of hundreds of thousands of seabirds such as the albatross, petrel, shearwater, shag as well as diverse geese and ducks breed.

Air Commodore Frow also wants more vessels offering charters and cruises around the islands and to other parts of the South Atlantic and Antarctica during the summer in the Southern Hemisphere.

The cruiser, Linward Explorer has been taking tourists around the islands for the past ten years and the Falkland Islands Office believes that this business can be expanded.

The tourists on the cruiser, which also visits the Galapagos Islands, come from North America, Europe and Japan, generally in the summer to see the wildlife.

But the Air Commodore believes that the islands have more to offer for historic buffs with the remains of early settlements and old shipwrecks.

He added that the moorland of the islands is ideal for pony trekking, trout fishing and orienteering.

More jobs

An added bonus would be that a prospering tourist industry would provide extra employment and might attract more immigrants there.

He also said that reports about the Falklands' bad climate had been exaggerated. "The climate is about the same as the Orkneys or the Hebrides and we have less snow than Britain," he

there are already Russian and East European vessels fishing around the Falklands."

Mr. Tilson thinks that the British fishing industry, which has had its deep water fleet decimated in the past few years, should operate in the Falklands provided the processing plant is built.

A report by the White Fish Authority in 1979 said that the British fleet should be able to operate profitably in the South Atlantic.

The main catches in the area would be two types of hake, a small amount of cod and an immense amount of krill (a type of shrimp).

commented. Tourism is just one of five areas which the Falkland Islands Office looks at in its booklet 'Prospects for the Falkland Islands' published recently.

Their economic development will depend on the oil resources around them, fishing, sheep farming, seaweed and tourism, it says.

Air Commodore Frow is adamant that the islands need a deep-water harbour so that large ships can pick up and let down goods as well as freezing and processing plants for fish and meat.

Fishing expert, Mr. David Tilson believes that Britain's fishing industry may already have missed the boat and the bonanza catch around the islands.

Profitable

He said: "Our fishing industry has never looked beyond our shores really, yet

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Extract from
QS Weekly, London

£200 million plea for Falklands re-build

Britain needs to spend between £150 and £200 million on the Falkland Islands, in reconstructing a full-length runway, a deep sea jetty and 400 miles of road, says a report from the Falklands Islands Office.

Air Commodore Brian Frow, director general of the office, has told the Government that without such massive investment the islands have no future.

He said the most vital project was a 9,000ft runway for international long haul jets. At present, the British Government was extending the runway to 5,000 ft with a temporary steel structure so that military supply planes could land. But, said the Commodore, this would only last two or three years.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London,

Extract from
Construction News, London

Perkins Polar lifeline

PERKINS diesel engines are providing the power for heating systems and other vital equipment at a meteorological station near the South Pole.

The Teniente Rodolfo Marsh air base in the Chilean sector of the Antarctic is operated by the Chilean air force and sends weather information to countries throughout South America.

Two Perkins V8 640 diesel engines provide the personnel at the base with protection against the Antarctic winter and

communication with the outside world. The engines power generating sets, which in turn provide electricity for the heating system and also radio communications.

The generators also power the lights on the base's runway, which enable aircraft from Chile to fly in supplies in the frequently foggy conditions.

To ensure a continuous power supply one engine is kept running 24 hours a day for three weeks at a time.

Extract from
Guardian, London.

15 AUG 1982

Britain woos South America

By Julia Langdon,
Political Correspondent

The departure of a senior backbench Conservative MP for Latin America tomorrow will mark the latest desecrated effort by the British Government to improve relations on the South American continent in the wake of the Falklands war.

Mr Ray Whitney, chairman of the Conservative backbench foreign affairs committee is going on a two-week tour of Uruguay, Peru and Venezuela, nominally as a party and parliamentary representative rather than as a Government spokesman.

His trip has the full backing of the Foreign Office and Mr Whitney will be meeting ministers and other influential figures in Latin America and subsequently in talks with the State Department in Washington.

His visit follows closely on that by a junior Foreign Affairs Minister, Mr Cranley Onslow, to Brazil this week and will be followed by a further trip to be made by the Scottish Secretary, Mr George Younger to Venezuela next month. Mr Younger's plans are described by the Foreign Office as "informal" and are expected to focus on trade, but it is known that the real purpose is to improve relations with Latin America.

© A British Embassy spokesman in Brasilia confirmed yesterday that an RAF Hercules had refuelled in Brazil this week on its way to the Falkland Islands, but denied that Brazil was supplying regular base facilities.

"It was a purely ad hoc flight carrying routine non-military items," the spokesman said.

Union attacks treatment of 'forgotten heroes'

Seamen threaten action on lost Falkland bonus

Almost 600 British merchant seamen, still in the Falklands battle area, are threatening industrial action because the government has withdrawn their bonus payments, but expects them to continue working under military alert, the seamen's union said yesterday.

Mr Jim Slater, the general secretary of the National Union of Seamen, said: "These lads are being shamefully treated. While the forces are returning to a heroes' welcome, merchant seamen are being kept out in the battle zone indefinitely without the special bonus."

"Unless the Government does something to recognise that these seamen are being expected to work in freezing, hostile conditions, under military alert, there will be trouble."

Mr Slater said he was being "bombarded" with complaints from the merchantmen — "the forgotten heroes of the Falklands conflict."

When they volunteered to sail with the task force the Government and the General Council of British Shipping agreed to pay a bonus of 150 per cent of normal pay rates.

This ended at midnight on July 28, and now the men were on £74 a week, with no opportunity for overtime.

Among the complaints came one from Able Seaman Robert Cowan, aboard the Rargatira, now being used as an hotel ship for the troops anchored off Port Stanley, who said the men



Mr Jim Slater—"shameful treatment"

were not allowed ashore and saw newspapers only occasionally.

They were rationed to three cans of beer a day and had to pay expensive NAAFI prices.

A telex from the Cunard ship, Saxonia, said: "Ship under complete blackout and under air attack drill," and requested advice about the withdrawal bonus.

A seaman on the Royal Fleet Auxiliary, Olona, wrote: "They say on board that the war is over, but we are still steaming along without navigation lights and with full blackout."

The union met representatives of the council, the Ministry of Defence and the Department of Trade in an attempt to have the bonus reinstated or a hardship allowance put in its place, but this was refused.

Twenty-three of the 50 merchant vessels which sailed with the task force are still in the South Atlantic acting as supply ships or floating hotels for servicemen. There are four Royal Fleet Auxiliary vessels with civilian crews.

The 600 men, who braved some of the worst of the fighting, have been without a shore break for 116 days.

A spokesman for the General Council of British Shipping said the "war" bonus was withdrawn because hostilities had ceased.

"The Government chartered these ships and still require them for service in the South Atlantic. It is a matter of concern to us that these men have not been ashore for as much as 116 days."

"The council has asked the Government to reduce the number of drills and alerts and we have been told that it is considered a prudent precaution. Complaints about conditions aboard ships should be taken up with the individual shipping companies."

A spokesman for the Ministry of Defence said the National Maritime Board ended the "war" bonus, having checked that hostilities had ceased.

"When the bonus was introduced the MoD agreed to underwrite it. If the Maritime Board considers there is a case for paying a hardship bonus, they would have to come back to us to ask if the Ministry would underwrite it."

Export order restores tie with island

A NORTH Wales company is turning wool clipped from Falkland sheep into ties for export back to the island.

In Port Stanley, the enterprising Falklands Cooperative Industries believes that the British garrison will be anxious to return home with

souvenirs of their stay. Mrs Betty Miller, a member of the Co-operative sent an urgent order for a couple of gross of ties to the Holywell Textile Mills, the oldest manufacturing company in Wales.

The company has been spinning Falklands wool and making it up into fabrics for

more than a decade. Trade was halted by the war.

Three 60 metre lengths of Falklands tweed are also on order and will be shipped with the ties. Mr Alan Schofield, the managing director of the Welsh firm, said yesterday: "We are delighted that the link has been re-established."

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Daily Telegraph, London.

13 AUG 1982

SEAMEN IN ROW OVER FALKLANDS DANGER MONEY

By JOHN PETTY Shipping Correspondent

THE Government's decision to end danger money payments to the "forgotten" merchant seamen still serving on 27 ships in the Falklands has provoked the threat of industrial action by the National Union of Seamen.

"While the Forces are returning to a hero's welcome, merchant seamen are being kept in the battle zone indefinitely without the special bonus," said Mr Jim Slater, the union's general secretary.

"These lads are being shamefully treated."

The 150 per cent. bonus was stopped on July 28, but no public announcement was made.

Since then, representatives of both seamen and officers have tried unsuccessfully either to restore the bonus or negotiate some other form of hardship allowance.

Only the Government's "point blank refusal" to do anything had led the union to make the matter public.

Still 'on alert'

The Government says the war risk is over, but the 600 men involved are still in danger of being blown up by mines, are frequently put "on alert," often have to work in blacked-out ships, take air raid precautions, and are back on a £70-a-week basic, said Mr Slater.

Some had been at sea without a break for over 100 days, without even a chance of going ashore in Port Stanley.

The bonus was a normal one for volunteer seamen going into a war zone. It meant that basic pay became £175-a-week for ratings, with overtime and other payments also scaled-up in proportion.

"Unless the Government does something to recognise that these seamen are expected to work in freezing, hostile conditions under military alert, there will be trouble."

The Government agreed last night that it had stopped paying the bonus, but said that "the matter is still under discussion with the unions."

The General Council of British Shipping, representing ship owners, said the Government had told it it was de facto recognition of the seamen's contribution. The council said it had ended the bonus for individual seafarers to be paid by companies, who were in touch with the Trade and the Defence Dept.

Floating home

Of the 26 ships in the Merchant Navy in effort, about half the returned home or are way home. Those that are acting as supply ships, carriers and floating hotels.

"It looks as though some of the ships will be out there many months yet," Mr Slater said.

Messages are reaching the union by telex, telephone and letter, many of them from men on the returning ships.

Able Seaman Robert Coxon on board the 9,587-ton steam ship *Rangalica*, which was requisitioned from North Sea work for the Falklands, said the crew was "rationed to three cans of beer a day and having to pay expensive NAAFI prices, which only the better-paid Servicemen can afford."

Shipowners said they had asked the Government to curtail the number of alerts and war drills, but had been told they were "prudent precautions."

No bonus at all

OUR NAVAL CORRESPONDENT writes: The Merchant Navy crews of the tankers, stores and landing ships, such as the *Sir Galahad* and *Sir Tristram*, belonging to the Royal Fleet Auxiliary were not paid the 150 per cent. bonus given to crews of requisitioned and chartered merchant ships during the crisis, nor were RAF officers and men sent to help ordinary merchant ships.

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The Government agreed last night that it had stopped paying the bonus, but said that "the matter is still under discussion with the unions."

The General Council of the Shipping, representation of ship owners, said the Government had told it there was no recognition that hardship had ended. The council was angry seafarers to raise money with individual companies, who would deal with the Trade Union and the Defence Department.

Floating hotels

Of the 50 ships called to the Merchant Navy for the war effort, about half the ships have returned home or are on their way home. Those that remain are acting as supply ships, troop carriers and floating hotels.

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13 AUG 1982

WORST FALKLAND BURNS CAUSED BY 3003 SYNTHETIC WEAR

By **DESMOND WETTERN** *Naval Correspondent*
REPORT by Naval medical specialists on casualties from the destroyer Coventry, sunk by Argentine bombs, shows that burns were far more severe among men wearing new-style overalls and working dress made largely from synthetic fibres.

Yet, despite similar lessons learnt from the attack on the Coventry's sister ship, Sheffield, on May 4, it was not until June 8 that the first of 15,000 replacement cotton overalls were on their way to the Task Force.

CAFE OFFER OF 'STANLEY FINALE'

By **RICHARD LAST**
Television Staff
AN UNEXPECTED encounter in a Buenos Aires cafe provided BBC Television with some of the most dramatic moments of its Falklands coverage in the last part of "Task Force South" last night.

The footage, showing dejected Argentine troops wandering aimlessly about Port Stanley in the hours before the surrender, while the British bombardment raged around them, was offered in cassette form to a BBC freelance correspondent in the Argentine capital a few weeks ago.

He paid 500 American dollars (about £295) for the cassette, then contracted the BBC to ask if they were interested.

Mr Gordon Carr, producer of the eight-part series, said yesterday: "We don't know exactly where the film had come from—it was most probably pirated—but it had clearly been shot by an Argentinian cameraman.

"We used about five minutes out of the 20 minutes on the tape, and it provided us with just the kind of material we needed for this final programme."

8,000,000 audience

Since it began on BBC1 four weeks ago, "Task Force South," which set out to tell the story of the South Atlantic conflict from the departure of the British ships to the surrender at Port Stanley, has commanded a steady 8,000,000-strong audience.

It has also attracted the highest "appreciation index" rating—the BBC's measurement of audience enjoyment—of any BBC programme yet

Answering a question that day in the Commons, the Under-Secretary for Defence Procurement, Mr Patten, said that "fire-resistant coveralls have been supplied for all Fleet personnel in the South Atlantic."

Burns among members of the Coventry's crew would have been even higher had not her commanding officer, Capt David Hart-Dyke, told them to wear as much clothing as possible to retain body heat if they had to abandon ship.

Burns lessened

This extra clothing did much to lessen flash burns.

Capt Hart-Dyke himself suffered facial flash burns because it is impossible to use a voice radio efficiently while wearing the present anti-flash protective hood.

For years the Navy's fire-fighting and damage control school, HMS Phoenix at Portsmouth, had pointed out the possible dangers of using man-made fibres in new overalls, but the Joint Services Clothing Research Centre at Colchester claimed that there were no serious risks.

Before the Falklands crisis a British manufacturer who visited the centre to try to sell a fire-retardant material woven into overalls was told they were too expensive for purchase in large numbers for warship and Army tank crews.

American sales

He has now sold thousands of the overalls for all American Army tank units.

But failure of the Defence Procurement Executive to react to warnings about both synthetic materials for overalls and mattresses in warships is not the only criticism in the Services of the executive.

The Procurement Executive was set up to serve as a bridge between the Services and their suppliers in industry, but in the Falklands crisis laid-down procedures for ordering equipment had to be swept aside in the interests of swift delivery.

This must raise doubts whether the Executive, formed mainly to stop duplication of orders from the three Services, is now costing more than if direct ordering by the Forces were to be re-introduced.

Two-thirds of the four hours of "Task Force South" consisted of pictures, from ITV as well as BBC sources, which had not previously been seen on home television screens.

During the actual conflict much of the coverage was delayed, sometimes by as much as a month, by the cumbersome bureaucracy of the Ministry of Defence censors, who held up transmission of the BBC and ITN pictures back to London.

430 hours of tape

Altogether Mr Carr and his production team viewed 1,300 twenty-minute cassettes—a total of more than 430 hours of tape—to produce four hours of screen time.

Some of the most dramatic pictures were seen on Wednesday, when the seventh programme showed the rescue of badly burned and wounded British Servicemen from the blazing landing ship Sir Galahad.

In one particularly horrific shot a Welsh Guardsman was seen waving a bloody stump of leg as he was hurried to safety on a stretcher. Viewers were warned in advance they might find the programme upsetting.

Mr Carr said: "We did not leave out anything because we were afraid the public might find it too horrific. We felt we owed it to the heroism of our troops not to pull any punches."

For the first time in any major conflict most of the BBC pictures were shot on lightweight tape cameras instead of the traditional film.

A team of picture editors worked round the clock to produce "Task Force South" in time for its BBC 1 screening.

There will almost certainly be a repeat, probably in a newly edited form. Viewers can also buy the cassette version from the BBC for £39.75

EXOCET ROLE EXAGGERATED, SAYS U.S.

John F. Lehman Jr., American Navy Secretary, said yesterday that the Falklands crisis provided "no surprises" and that the threat posed by Argentine anti-ship missiles was "very much overblown."

However, he said, the war between Britain and Argentina did prove the importance of early warning systems to protect ships from aerial attack and demonstrated that vessels cannot be expected to survive battle if built of "cheap materials" and not updated with defensive equipment.

Speaking to the Foreign Correspondents' Club of Japan, Mr Lehman praised the Argentine air force for its performance against British ships but said its French-made Exocet missiles, credited with sinking the destroyer Sheffield and the Atlantic Conveyor, did not perform as well as had been widely assumed.

Comfort 'threat to survival'

By **DESMOND WETTERN**
Naval Correspondent

STANDARDS of comfort in warships must in future be reduced to improve their ability to survive in war, Vice-Admiral Sir Lindsay Bryson, Controller of the Navy responsible for warship building and equipment, said yesterday.

In future, he told engineering ratings completing their training in HMS Sultan, the marine engineering establishment at Gosport, various additions put into ships in the past to improve accommodation standards would have to be removed so that there would be no repetition of "what has happened in the last few months."

It is now known that when the destroyer Sheffield was built at Barrow-in-Furness 10 years ago the fire-fighting and damage control expert on the staff at Fleet headquarters warned that there were far too many combustible materials on board such as decorative plastic tiling and foam-filled upholstery.

But his report was pigeonholed on the grounds that improvements in accommodation were essential if the Navy was both to recruit and retain men during the manpower crisis it was facing following the East of Suez withdrawal in the early 1970s.

CPOs critical

In 1975, not long after the Sheffield, the first of a class of 14 ships, was completed Chief and Petty Officers on board were particularly critical about what they saw as the sacrificing of her fighting ability in the interests of better accommodation.

On board the Sheffield, after she was hit on May 4 by an Argentine Exocet missile, which did not explode, survivors reported that the whole of the forward part of the ship filled rapidly with dense smoke which severely hampered fire-fighting.

Yet, ironically, accommodation standards in the Sheffield and her sister ships are not particularly high compared with those in some other ships.

SOVIET VISIT TO ARGENTINA

A high-ranking Soviet mission has begun a week-long visit to Buenos Aires to discuss strategy over the Falkland Islands conflict at the forthcoming United Nations sessions.

Dr Juan Aguirre Lanari, Argentine Foreign Minister, left Buenos Aires yesterday to visit Venezuela, Brazil and the Dominican Republic, to seek additional support for the negotiations.—U.P.I.

1 JUL 1982

Page 4 TELECOM July 1982



A mug of tea for the paras who liberated the settlement at San Carlos. Picture by Tom Smith (Daily Express).



HMS Antelope on fire in San Carlos Bay. Picture by Martin Cleaver (Press Association).



A British soldier on guard as heavy equipment moves from a landing craft to a shingle beach in the Falklands. Picture by Petty Officer Pete Holgate.

AS WAR raged in the South Atlantic, Britain waited anxiously for news. And nothing conveyed the drama and tragedy of the conflict like a photograph from the Task Force.

Every newspaper in Fleet Street published the remarkable picture of the massive explosion on board HMS Antelope, which lit up the night sky, just before she sank.

Most used the emotional photograph of a British paratrooper being greeted by an excited and relieved farming family at San Carlos just after the troops had landed on East Falkland.

The unlikely source for nearly all the photographs from the

—by
BILL PENN

South Atlantic is a fifth floor room in British Telecom's Electra House, on London's Embankment.

It houses BT's picture room, which received the photographs wired directly from two ships with the Task Force.

Since the Task Force arrived, the picture room played a vital role passing on the pictures to newspapers.

Up to 18 a day were



Alec Heron, who is in charge of the picture room at Electra House.

Confusing cut

AS pictures are wired to Electra House, the picture room staff keep in constant telephone contact with the operators transmitting from abroad.

Knowledge of a foreign language can be an important asset.

One technical officer speaks French, and another Arabic and Urdu.

"We have a lot of fun talking to some of the people abroad," said picture room head Alec Heron.

"When we sent a picture of the Royal Wedding to an Arabian country, the operator asked why we cut the legs off our Royal Family. It was just that the picture we sent him showed only the top half of them!"

WILL YOUR WINDOW FRAMES SEE THE YEAR 2001?

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10 YEAR GUARANTEE

PRESTEL users have taken part in a unique opinion poll on the Falklands conflict.

It is the first time the service has been used to conduct a poll on a national issue.

One of Prestel's biggest information

providers, Mills and Allen, compiled the questions which attracted hundreds of answers.

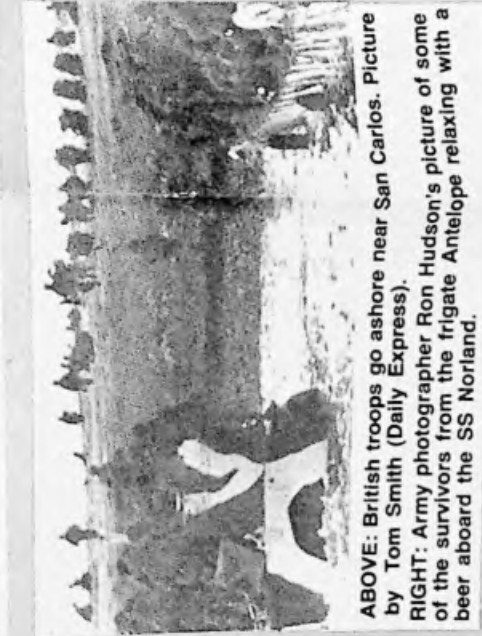
The poll probed opinions on the decision to land on the islands as well as Mrs Thatcher's handling of the crisis.

The exercise has demonstrated how easily polls can be conducted through

Prestel probes public opinion

Prestel, providing almost instant results.

Prestel's public relations officer Peter Wynne-Davies said that cable TV networks using optical fibre, to which Prestel could easily be adapted, would provide an ideal service for pollsters in the future.



ABOVE: British troops go ashore near San Carlos. Picture by Tom Smith (Daily Express).

RIGHT: Army photographer Ron Hudson's picture of some of the survivors from the frigate Antelope relaxing with a beer aboard the SS Norland.



The busiest period in the history of the picture room's service was immediately after the assassination of President Kennedy, when it handled almost 1,000 pictures in four days.

Another hectic time, for transmitting rather than receiving pictures, was the Queen's Coronation.

Unpredictable

But it is often difficult to predict demand.

"We thought we were really going to be in for it after President Sadat was shot — but the expected rush never took place," said Mr Heron. "However, we have to be ready for anything."

SATELLITE SPEED

HIGH frequency radio has given way to satellite signals as the most common method of wiring photographs to and from Electra House.

BT's two earth stations at Goonhilly and Madley pass on signals between satellites and the picture room.

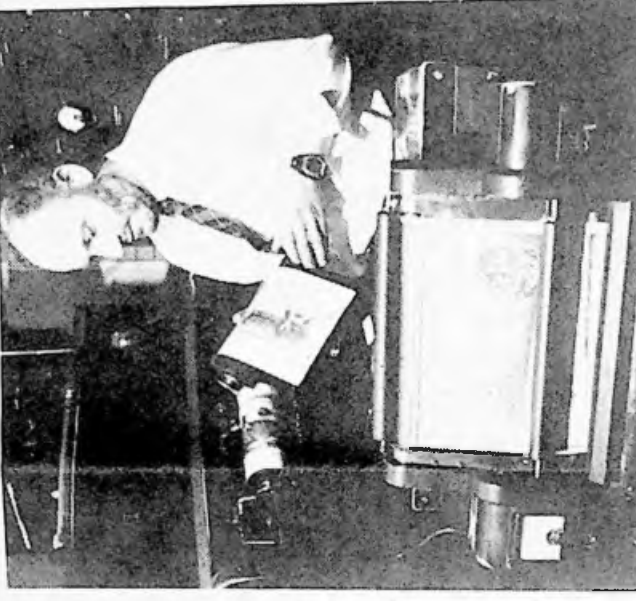
The speed of the service is sometimes

mind-boggling.

Pictures from the Task Force were transmitted from either the Canberra or the Royal Fleet Auxiliary vessel Stromness, and received in London in less than 30 minutes.

And many of the spectacular pictures published in newspapers were less than 24 hours old when they appeared.

Technical officer Archie D'Agata checks the quality of pictures from the Falklands.



Extract from
Spectator, London

- 7 AUG 1982

Notebook

3003

There may be those who will feel that they have read enough of the Falklands war, of its origins and its aftermath, to be going on with; that the debate should now perhaps be adjourned for a few weeks. Nevertheless, returning to the subject after more than three months, I am tempted to repeat one point: it was the decision by the Secretary of Defence, Mr Nott, to scrap *HMS Endurance*, the one armed Royal Navy vessel stationed in the South Atlantic, which led directly to the invasion of the Falklands by Argentina. Once the British government determined that the time had come to withdraw the white ensign from that part of the world, General Galtieri concluded, not unreasonably, that we had resolved to give a rather lower priority to the defence of the Falkland Islands. Several distinguished voices were raised in an effort to save the *Endurance*, not only because of its presence which was seen to constitute a deterrent to invasion, but for its valuable role as a support ship to the British Antarctic Survey. It was the sort of petty spending cut — like the decision to drop some of the BBC's foreign language broadcasts — which smacked of junior Whitehall accounting without any ministerial thought for the consequences. Last November the courageous Captain Nicholas Barker tried to drum up public support for his ship before she sailed on what was to have been her final voyage. He was told, according to the *Observer* last Sunday, on direct orders from the Prime Minister, to keep his mouth shut. Now Captain Barker is saying that, two weeks before the Argentine invasion, he warned the MoD that it was about to take place. His ship monitored flights by Argentine military aircraft and the preparations of the Argentine navy for war, sending the information back to the MoD throughout the month of March. Apparently it was ignored and never even passed on to Lord Carrington. It looks as if Captain Barker — he is due to return to England with his ship in two weeks' time — may be one of the most important witnesses at Lord Franks's committee of inquiry. The facts and the allegations against the Ministry of Defence are damning indeed. Mrs Thatcher would not let Mr Nott resign when he offered to do so at the beginning of April; but there can be no saving him now.

Extract from
Guardian, London.

13 AUG 1982

Argentine campaign against call up

3003

By our Foreign Staff

About 1,000 Argentine women — including film producers, actresses, intellectuals and business executives — sponsored advertisements in newspapers yesterday calling for an end to compulsory military service in Argentina.

During the Falklands conflict, most of the Argentine casualties were poorly-trained conscripts doing their 12 months' military service.

After Britain recaptured the islands several Argentine military officers spoke in favour of ending conscription and establishing a professional army of volunteers.

Meanwhile, Argentina's Foreign Minister, Dr Aguirre Lanari said yesterday that his Government was considering a protest at three recent incidents in which Argentine fishing boats were intercepted by British forces near the Falklands.

He described the incidents as "new acts of aggression" which he said showed Britain's "arrogance and disregard for international law."

After recapturing the islands Britain lifted a 200-mile total exclusion zone, but replaced it with a ban on Argentine aircraft and shipping approaching within 150 miles without British

Extract from
Guardian, London.

12 AUG 1982

Brigadier warns against elections

From Jeremy Morgan
in Buenos Aires

Brigadier Basilio Lami Dozo — dismissed as head of the Argentine Air Force by his fellow officers last week — has warned against the dangers of turning the country over to "dictatorships based on the power of the vote."

In his final public appearance as air force chief, on the force's 70th anniversary he said that the promised return to democracy marked the "culmination" and not the downfall of the Process of National Reorganisation imposed by the military in 1976.

He lost his post last week after raising the idea of military backing for a political movement to continue the Process. Brigadier Lami Dozo warned against "tossing the country to the political parties like a hot coal."

He said the armed forces should instead help to build a democracy in which the "power of the majority will be the guarantee of liberty for everyone and not a tool of oppression disguised as democracy." Several observers yesterday saw this as an attack on the Peronists, who are thought capable of winning any future elections.

Although Brigadier Lami Dozo conceded that elections were necessary, he claimed that the country "which time after time turns to the armed forces when it is in danger" did not want the military to withdraw from government completely.

Reuter adds: Argentina's five main political parties have called on President Bignone to set a date for elections next year.

The five parties, which last year came together in a multi-party commission to fight for a return to democracy, made their demand in a statement issued after a meeting of party leaders.

● The Foreign Office Minister, Mr Cranley Onslow, said yesterday that he saw no reason for Britain to negotiate with Argentina over the Falkland Islands.

"Negotiate what, why and with whom?" he asked in reply to reporters' questions at the end of two days of talks with Brazilian officials in Brasilia.

● British planes and a warship intercepted an Argentine fishing boat off the Falkland Islands last Friday and ordered it out of the area, naval sources said yesterday.

It was the first known incident between Britain and Argentina since British forces recaptured the islands in June.

According to the sources, the Argentine fishing boat, Arengus, was fishing when it was buzzed by a British Sea King helicopter and a Harrier jet.

That night, it was intercepted by a British warship, which ordered the vessel to leave the area, they added. The captain of the Arengus obeyed under protest, saying that he was fishing in Argentine waters. He later reported the incident to the coast guard authorities in Comodoro Rivadavia, the sources said.

On July 22, Britain lifted its 200-mile total exclusion zone round the Falklands, replacing it with a ban on Argentine warships and military aircraft flying within 150 miles of the South Atlantic archipelago.

Debt crisis, page 14

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1Extract from
Sunday Times, London.

15 AUG 1982

'Bigotry' in the Falklands

THE ASTONISHING article by Simon Winchester (page 13, August 1), who was "thrown off the Falkland Islands by the invading Argentinians on April 3", might encourage the Falkland islanders to follow their example. 3003

Winchester, of all people, should be in a position to understand the new-found "red-raw bigotry" of the Falkland islanders towards the Argentinians, having been imprisoned himself by the Argentinians for some weeks. He also has first-hand experience of the hardship and destruction left by the Argentine occupation.

To describe the islanders as "an utterly supine people" is not only rude, but shows a depth of ignorance about island people, and Falkland islanders in particular, that is unforgivable. As a Falkland islander, I admit to some partiality, but I can assure you that my compatriots have long endured a rugged life against an increasingly insecure political background, and have done so with little complaint and with correspondingly little attention from Britain.

The liberation of the Falklands by our British forces was reason to be grateful and relieved, and there has been no shortage of gratitude expressed

by the islanders. The liberation was, however, no reason to suppose that the insecure political background was disposed of—indeed the same old problems still exist in a modified form, and thankfully the present government has now pledged its attentions to relieve these problems.

In a small community many and various opinions are expressed, and to draw selectively from these is dangerous. I submit that Winchester's article was tendentious and profoundly damaging to the cause for which many British servicemen died.

M V Summers
Richmond, SurreyINTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1Extract from
Sunday Times, London.

15 AUG 1982

Falklanders may 'farm' for salmon

ONE new source of wealth for the Falkland islanders may be salmon "ranching", which is already prospering in the Orkneys and Shetlands—and in Chile. It is one of the ideas being investigated by the man recently appointed as the Falklands' development officer, 61-year-old John Reid, writes Brian Hannan.

The method used is to spawn thousands of salmon close inshore, then let them swim freely out to sea. When mature they come back instinctively to the same place, and the "ranchers" are waiting for them. The salmon used are not Scotch but Coho from the northern Pacific.

Reid, who is industrial development officer for the Borders Regional Council at Berwick, says salmon ranching would fit very well into the Falkland economy. "Salmon ranching is at its most labour-intensive at a time when it's very quiet on the sheep front." And there would be a captive market for the salmon: the 4,000-strong British garrison.

Other types of commercial fishing are also being discussed, as well as horticultural schemes. Reid plans to spend the next two months listening to proposals, then go out to the Falklands towards the end of October.

Intern
70

EVENING POST LEEDS

Date - 5 AUG 1982

FALKLANDS BOUND

More than 200 units of insulated portable buildings which will withstand severe winter weather have been made by the Bridlington firm of Wyseplan Ltd. and are being shipped out to the Falklands for use by the troops.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1Extract from
Daily Telegraph, London.

12 AUG 1982

'INTRUDERS' IN FALKLANDS ZONE

The Argentine Navy yesterday reported three incidents involving Argentine fishing boats and British forces within a 150-mile zone around the Falkland islands.

Last Thursday, a fishing boat was ordered out of the area by a British warship. Yesterday, two other fishing boats were intercepted about 100 miles West of the Falklands.—Reuter.

Other Falklands News—
Pp 4 and 5INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1Extract from
Daily Telegraph, London.

12 AUG 1982

DAY TRIP TO FALKLANDS

By Our Defence Correspondent
in Port Stanley

1st Gen Sir Paul Travers, the Army's Quartermaster-General, left the Falklands yesterday after a four-day visit, the first of the Army's top hierarchy to make the trip.

Gen. Travers studied the problems of present and future troops' accommodation and logistic support. He visited troop locations in remote areas as well as in Stanley. He will

Extract from
Sunday Telegraph, London

Plea to UN by islanders

3003 By Our Diplomatic Correspondent
Two members of the Falkland Islands Legislative Council will fly from London to New York tomorrow to try to persuade doubting members of the United Nations De-colonisation Committee that the islanders must be allowed a future linked closely to Britain.

Mr John Check and Mr Tony Blake will warn the committee that 1,800 islanders would leave if negotiations began now to bring Argentina into the administration.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Shropshire Star, Wellington.

12 AUG 1982

The Falkland fowls

3003 Shropshire poultry is en route to the Falkland Islands for sale through the Falkland traders in Port Stanley.

At the Craven Arms headquarters of Chukie brand chicken and turkey producers Midland Poultry Holdings Ltd, a spokesman said: "The main order is for our chickens but we are also shipping from Gravesend consignments of turkeys and ducks.

"With all the recent emphasis on Goose Green we take it they are already catered for in that department."

Main market for the 21 million Chukie birds produced each year is within Great Britain but sales are made to overseas countries.

The firm recently despatched a large consignment of parsons noses to the Ivory Coast — the often discarded part of the bird is a delicacy in some countries — while a cargo of chicken is expected to leave next week for Hong Kong.

INTERNATIONAL PRESS-CUTTING BUREAU
1, Knightsbridge Green, London, S.W.1

Extract from
Western Mail, Cardiff

12 AUG 1982

Firm renews island ties

3003 A NORTH Wales company is re-establishing trading links with the Falklands after receiving a surprise order for souvenirs for British troops there.

The Holywell Textile Mills, said to be the oldest manufacturing company in Wales, has been doing business with the islands for more than 10 years, buying wool from them and sending back ties and woollen fabrics.

The Argentinian in-

vasion put a temporary stop to the two-way link, but now the mill has just received an order from Falklands Co-operative Industries.

Holywell Mills managing director Mr Alan Scofield said they were delighted that the link had been re-established. They were down to their last bale of Falklands wool, and would be buying more, when the opportunity arose again.

Extract from
Financial Times, London.

Second Falklands runway plan

By Peter Riddell, Political Editor

A SURVEY has started on the Falkland Islands of sites for an 11,000-foot runway separate from the present airfield at Port Stanley.

The proposed strip would be able to take all types of modern aircraft. Its construction would be a major step in making the islands more independent of the South American mainland.

The Ministry of Defence is still considering the facilities it may need in the islands and the Cabinet has made no long-term decisions about the airfield.

Specialist personnel have been authorised to examine, among other options, the possibility of an airfield away from Port Stanley. They have already been sent out to examine sites.

INTERNAT The Government has just received an initial report from Lord Shackleton on the future of the islands.

70, N It is likely to make a decision on the airfield in the late summer in the light of his suggestions and the current survey.

The new airfield project is separate from the extension of the existing Port Stanley runway from 4,000 to 6,000 feet which has already been approved and is under way.

B Port Stanley's airstrip is seen as having a number of disadvantages in the long term, partly because of the damage inflicted during the fighting.

Some officials believe it would be inadequate for the aircraft needed to supply the islands if close commercial links with Argentina are not restored.

Date

(see Information overleaf)

Tractors bound for Falklands

Twelve Midland-made tractors are on their way to the Falkland Islands, to help with the rebuilding of Port Stanley airport.

The tractors, all built by Massey-Ferguson in Coventry and powered by Perkins diesel engines, were delivered within 12 days of the Government order being placed.

They are finished in the army's green livery and will arrive in the Falklands later this month to be put to work by the Royal Engineers.

Falklands on Argentina

The Falklands defeat for Argentina has deepened the country's political crisis and has aggravated its economic problems.

Yesterday the price of petrol was increased by 24% and fuel oil by a massive 43%—the third increase this year.

Central Bank president Domingo Cavallo put Argentina's foreign debt at more than 39 billion dollars (£22,000 million) if interest payments due by the end of this year were taken into account.

The country is £1300 million behind on payments, he told a farmers' meeting.

Chiefs axed

The heads of military rulers have been rolling and the latest victim is air force chief Arturo Lami Dozo.

He was replaced on Thursday by Brigadier Jorge Hughes, widely considered to be more of a professional airman than a military politician.

He leapfrogged over six other brigadiers, more senior to him who were all retired.

There have been sweeping command changes in the army and Lami Dozo's removal has put the future of navy chief Jorge Anaya in question.

The admiral is the only member of the military triumvirate which ordered Argentina's forces to occupy the Falkland Islands on April 2 still to retain his position.

Former President and Army commander Leopoldo Galtieri was ousted in June.

Admiral Anaya is reported to have promised the navy's council of admirals that he will step down once an internal inquiry into the navy's conduct in the Falklands fighting is completed.

Several Buenos Aires newspapers yesterday speculated that Lami Dozo's sudden removal would bring forward the date of the admiral's retirement.

Dissatisfaction

Government sources said there was considerable dissatisfaction among colonels and lieutenant-colonels with the way the Falklands conflict was handled, together with disgust at Argentina's continuing economic crisis, which six years of military rule has failed to solve.

Brigadier Lami Dozo stunned politicians and the public earlier this week by calling for the creation of the armed forces' own political movement to ensure policies carried out under military rule would be continued after elections and a return to democracy, planned for 1984.

He also demanded the military junta should be quickly reconstituted. It split after the Falklands defeat and the army assumed sole responsibility for government.

Talks

Newspapers said talks under way for the past month about reconvening the junta have so far foundered on air force demands for the appointment of a civilian vice-president and changes in the cabinet.

Army chief Cristino Nicolaides reaffirmed this week the army's determination to return the country to constitutional government. However, he ruled out the army taking part in the creation of a political party for the armed forces.

He also denied rumours of a possible coup, fanned by an unexplained gun battle at an army barracks in Buenos Aires on Wednesday.

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1, Knightsbridge Green, London, S.W.1

Extract from
The Times, London

16 AUG 1982

Those left behind
From the *Chairman of the Falklands Appeal* 2603

Sir, Your leader of August 6 pointed out that the South Atlantic Fund has received marvellous support whereas the concurrent Falklands Appeal (for the benefit of the islanders who are excluded from the South Atlantic Fund) has been quite overshadowed. This is so.

Mercifully there were only three deaths amongst the islanders, but these were two mothers and one wife, all killed by the same shell fired by a ship of the task force. It is not yet clear to us what responsibility HM Government will accept for this act. For the many who have suffered severe material loss and deprivation the Government has promised rehabilitation, but this takes time and deliberation. For instance the Prime Minister

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S.E.1

Extract from
Bristol Evening Post

Islanders cold war victims

A REPORT published this week by the Minority Rights Group makes the comparison between the British Government's defence of the Falkland Islanders and its "savage victimisation" of the 1,800 people of Diego Garcia, in the Indian Ocean.

Ten years ago the Ilois people of Diego Garcia were forcibly expelled to the alien and inhospitable environment of Mauritius, to clear the island for development as an American military base.

Polaris

The whole operation was carried out in secrecy and was revealed only later when the Americans moved in in 1975.

Britain's sovereignty of the island was sold to the USA in return for an £11 million reduction in the cost of Polaris submarines.

Only recently have the Ilois people received the derisory compensation of £5 million. In return they are expected to abandon all claims to return to their homeland.

The British Government has thus demonstrated a cynical and calculated disregard for the welfare and rights of its own subjects.

Tragic

This is one reason why many of us who opposed the extravagant waste of money and human life in re-instating British sovereignty over another island dependency cried "hypocrisy," when politicians made self-righteous appeals to points of moral principle.

Who cared about the "paramourcy" of the wishes of the inhabitants of Diego Garcia? Had they had white skins it

would probably have been a different matter.

The fate of the Ilois people has a tragic conclusion. Nine of the islanders committed suicide, 26 families died together in poverty waiting for compensation and a large number of women and girls were forced into prostitution to save themselves from starvation.

These people became victims in the politics of cold war.

The same fate may yet await the Falkland Islanders should their political calculations of cold war military strategists.

Wilt Spokes
24, The Mall, Clifton, Bristol.

war heaps troubles

mentioned that it is not yet known to what extent the islanders were insured.

The Falklands Appeal is however geared to take speedy action to help those in immediate need and has already made a start, acting on the advice of its trustees in the islands, one of whom is Mr Rex Hunt, the Civil Commissioner.

The Falklands Appeal has so far received £120,000 in donations from the public and is also tremendously grateful to the States of Jersey for allocating £250,000 to the appeal from the £5m they have given to the Treasury for the Falklands Islands. But much more will be needed and our target is at least £1m.

Many loyal subjects have suffered almost total disaster in the invasion and liberation of their homes and livelihoods and it

is our duty to do as much as we can to help them.
Yours faithfully,
PATRICK M. BAYLY, Chairman
Falklands Appeal,
12 Greycoat Place, SW1.
August 7.

From Mr R. B. Bamford
Sir, I note with concern that powers-that-be may not consider the award of VCs because many would be given to one brave out of the ordinary should be rewarded when possible, posthumously or otherwise.
There is a precedent. The Lancashire Fusiliers boasted of their six VCs before breakfast earned at the Gallipoli landings in 1915.
Yours faithfully,
R. B. BAMFORD,
Vineyard Lodge,
Ely,
Cambridgeshire.
August 9.

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70 Newington Causeway, London, S.E.1

Extract from
Guardian, London.

17 AUG 1982

Falklands issue back with UN

New York: Argentina and 19 other Latin American countries yesterday submitted the Falkland Islands question to the agenda of the UN General Assembly session which opens on September 21.

They said in a letter to the Secretary-General, Mr Perez de Cuellar, that the UN should call on Britain and Argentina to renew negotiations as soon as possible under UN auspices to settle their differences about the territory.

The signatories, all foreign ministers, described the Falklands as a colonial issue of grave concern to all Latin America. They said they wanted a peaceful solution to the sovereignty dispute.

The General Assembly was the appropriate forum to raise the matter and the world body should appeal to the parties to renew negotiations as soon as possible under UN auspices with the aim of achieving a peaceful settlement, the Latin American leaders said.

Countries involved in the move are: Argentina, Brazil, Costa Rica, Bolivia, Colombia, Cuba, Ecuador, Mexico, Panama, Peru, Guatemala, Honduras, Nicaragua, Paraguay, Dominican Republic, Haiti, Venezuela, El Salvador, Uruguay, and Chile.—Reuter.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Post Magazine & Insurance Monitor,
London

12 AUG 1982

Iran cargo war risk increases

GROWING conflict between Iran and Iraq round Kharg Island has led marine underwriters to raise their war risk cargo rates substantially for shipments to several Iranian unloading points. They are following the example of the hull underwriting market, which recently lifted tanker war risk cover to 3% of hull value for voyages to this big Iranian oil terminal.

The new cargo rates for Kharg Island and all Iranian ports or places west of 50°25'E, announced by the UK market's joint war risks rating committee, are on the basis of £1 per £100 additional war risk premium for all shipments on top of normal cargo cover. Voyages to Iraq are accepted at underwriters' discretion, but so far there is a more relaxed attitude towards other Iranian destinations, which stay at the recent rate of 25p per £100.

Even this figure, of course, is much higher than the normal peacetime rate of 2½p per £100, which has now been re-introduced for cargo shipments to the Falkland Islands and Dependencies, two weeks after the rate was restored to this level for Argentine shipments. (PM 29 July).

Tanker owners willing to commit their ships to Kharg Island loading in spite of the obvious risks in view of intensive hostilities are finding themselves much in demand.

INTERNATIONAL PRESS-CUTTING BUREAU
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Extract from
Sevenoaks Chronicle

7 AUG 1982

A FLOCK of around 100 Kent sheep will be on their way out to farmers on the Falkland Islands early next year.

The offer has come from the Romney Sheep Breeders Society and the Kent County Branch of the National Farmers Union, keen to give practical support in the face of the substantial damage and livestock losses suffered by the farms.

The original sheep for the Islands came from Romney Marsh and East Sussex in the 1830s.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Nurseryman & Garden Centre, London

12 AUG 1982

Back to the land

AFTER the devastation of the Falkland Islands war, life must return to normal as quickly as possible. Self-sufficiency plays a vital role in island life and no time can be lost in getting the land back to a good condition for home-grown crops. The islanders, through Agri-Projects International of St Peter Port, Guernsey, have

17 AUG 1982

ARMY LENGTHENS STANLEY RUNWAY AT THE DOUBLE

By CHARLES NEVIN in Port Stanley

STANLEY airfield closed yesterday as the Royal Engineers began Operation Tin Lion, the strengthening and lengthening project which will enable the runway to take RAF Phantom fighters needed for long-term air cover.

The 180 members of 50 Squadron, Royal Engineers, supported by more than 400 helpers and 120 pieces of plant, are undertaking the British Army's largest expeditionary engineering effort since the 1939-45 war.

The work's schedule is dramatically brief. The Army is reckoning that the airfield will be closed for only two weeks.

Major Commanding 50 Squadron said: "You wouldn't normally talk about building an airfield in X weeks, you'd talk about X years."

The Engineers will be working up to 16-hour shifts, by day and by night, to lay over 6,000 feet of the American aluminium strengthening matting, AM2, allowing the Phantoms and RAF Nimrods to use the airfield.

Huge plates

Tim Lion's name is derived from a slightly slighting reference to the aluminium and the squadron's MX insignia. The 12 feet by two feet metal plates weigh 144 lbs and will be manhandled into position.

Laying them over the existing runway, constructed for small civil aircraft, will be easy when compared to the work necessary on the extension of over 2,000 feet.

Two giant rock crushers are excavating their own quarry to provide the 40,000 tons of rock which will be layered sandwich fashion with geo-textile tensile strengtheners and finished off with a synthetic waterproof lining before the plates are laid.

Poor ground

"This is just about the worst ground imaginable to build anything on," said Major Harrison. "It's peat and clay. You can't dig into it, you have to build it up, and that's why we're using the geo-textile prefabricated materials."

Major Harrison spoke of the tremendous amount of work done already in getting the equipment ashore and up to the airport without a deep-water jetty and adequate roads, and said: "This is combat engineering, and we are approaching it in a way civilian contractors couldn't, with longer hours and different equipment."

Major Harrison's great worry is not the mud, rain and wet, but the hugely gusting wind, which could snatch the aluminium from a man's hands, turning it into a lethal weapon. The AM2 was first used by the Americans in Vietnam.

Major Harrison made a trip to the United States shortly after the Argentine invasion to discuss the feasibility in a recapitulated Falklands.

Although not permanent it can be used for several years. It is not, however, suitable for large civilian jets, further confirming the decision to build a separate civilian airport on a ridge to the south.

During the closure, air cover for the Falklands will be maintained as before by Harriers operating from their own special strips and the aircraft carrier Invincible.

The RAF Hercules transports will be making air drops of supplies and mail as they did before the airfield was first re-opened. They are also planning a series of practice runs to see if picking up mail by a trailing hook method is possible and practicable.

On several occasions Capt. Joseph Gaffrey took her into San Carlos waters for stretches of up to four days at a time and came under fire from the Argentine Air Force. At Gaffrey's own admission, it was a shock to be sent down there but we soon got over that."

Sovereignty pressed by Argentina

By IAN BALL
in New York

A DETERMINED move by Argentina to reopen the diplomatic wrangle over who has sovereignty over the Falklands was unveiled yesterday at the United Nations.

With support from the foreign ministers of all 18 sister states of Latin America, plus Haiti, Argentina asked that the "Falkland Islands question" be put on the agenda of the regular session of the General Assembly which convenes in New York on Sept. 21.

The agenda request — signed at foreign-minister level by the 20 countries involved — proposes that the General Assembly issue a call to Britain and Argentina "to renew negotiations as soon as possible to settle their differences about the sovereignty of the islands."

The foreign ministers' joint letter described the Falklands as a "colonial issue" as the letter referred to them — as "a colonial issue of grave concern to all Latin America." All the Governments involved, it added, wanted a peaceful solution.

The issue has been considered by the Assembly twice before as a "colonial" matter. The outcome was a UN recommendation that Britain and Argentina enter into diplomatic negotiations on the islands' future — a process which had been under way for 17 years when Argentina launched its invasion in April.

'British interference'

Significantly, two of the countries which gave Argentina only lukewarm support while fighting was under way — Chile and Brazil — were among the signatories of the letter submitted yesterday.

The others were: Costa Rica, Bolivia, Colombia, Cuba, Ecuador, Mexico, Panama, Peru, Guatemala, Honduras, Nicaragua, Paraguay, Dominican Republic, Haiti, Venezuela, El Salvador and Uruguay.

Argentina has already sought to revive the dispute in the Security Council.

In a letter dated Aug. 13 but released only yesterday, Argentina protested to this month's Security Council president, Mr. Noel Dorri of Ireland, about what it termed "British interference" with normal Argentine fishing operations off its coast.

The Argentine letter said that three times this month Argentine fishing vessels inside the "so-called protective zone" established by Britain had been intercepted.

Talks with U.S. resumed

By TONY ALLEN-MILLS
in Buenos Aires

THE Argentine Foreign Minister has had his first meeting with a senior American official since the Falklands war ended with relations between Buenos Aires and Washington in tatters.

The meeting between Senior Juan Aguirre Lanari and Mr. Thomas Enders, Under Secretary of State with responsibility for Latin-American Affairs, took place on Sunday night in the Dominican Republic, where the diplomatic representatives of the two countries are attending Salvador Jorge Blanco.

Emerging after 90 minutes with Mr. Enders, Sr. Aguirre said the talks, which concentrated on the Falklands crisis, had been held in an atmosphere of "absolute frankness."

There were no details of what conclusions the two men reached, but well-informed sources said efforts would continue to repair the damage done to United States-Argentine relations by Washington's support for Mrs Thatcher during the war.

The sources said a further meeting is being planned between Sr. Aguirre and Mr. George Shultz, the new American Secretary of State. The meeting could take place when the U.N. Assembly meets at the end of September.

Buenos Aires is pinning its hopes on forcing Britain to negotiate over the future of the Falklands on a favourable re-sponse positions when the U.N. debates the issue.

17 AUG

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The signatories, all foreign ministers, described the Falklands as a colonial issue of grave concern to all Latin America. They said they wanted a peaceful solution to the sovereignty dispute.

The General Assembly was the appropriate forum to raise the matter and the world body should appeal to the parties to renew negotiations as soon as possible under UN auspices with the aim of achieving a peaceful settlement, the Latin American leaders said.

Countries involved in the move are: Argentina, Brazil, Costa Rica, Bolivia, Colombia, Cuba, Ecuador, Mexico, Panama, Peru, Guatemala, Honduras, Nicaragua, Paraguay, Dominican Republic, Haiti, Venezuela, El Salvador, Uruguay, and Chile.

Performance factor aids arms makers

By DESMOND WETTER Naval Correspondent

PROSPECTS for over-11,700 strong work force producing the aircraft at its Kingston and Dunsfold, Surrey, and Brough, Yorkshire, plants.

The Defence Manufacturers Association has had several calls from member companies asking if there is a moratorium on orders from the Defence Ministry as no replacements have been demanded for a variety of stores and equipment used in the Falklands operation.

'Dirty tricks'

It is feared that unless Whitehall acts soon orders may be lost because of what the spokesman called "dirty tricks" advertising "by some foreign rivals, notably the French."

This is taking the form of denigrating the performance of certain British systems.

A Defence Ministry spokesman said that no orders would be placed until it had been possible to complete a thorough study of the lessons learnt during the campaign.

The Ministry has also to sort out how much stores and equipment was lost or damaged; how much is being retained in the Falklands and Ascension and how much is on its way home.

But the Ministry has ordered £3,500 million worth of rocket motor casings for naval Sea Wolf anti-aircraft missiles, credited with shooting down 18 Argentine aircraft, from B.A.J. Vickers of Weston-super-Mare.

The dockyards also face a heavy workload refitting and repairing ships damaged in that it may soon be necessary to action

12 AUG 1982

Iran cargo war risk increases

GROWING conflict between Iran and Iraq round Kharg Island has led marine underwriters to raise their war risk cargo rates substantially for shipments to several Iranian unloading markets. They are following the example of the hull underwriting market, which recently lifted tanker war risk cover to 3% of hull value for voyages to this big Iranian oil terminal.

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The original sheep for the Islands came from Romney Marsh and East Sussex in the 1830s.

ENDURANCE DUE BACK HOME ON FRIDAY

The ice patrol ship Endurance returns to Britain from the Falklands this week after spending 10 months at sea. The 3,600-ton vessel, which was due to be scrapped before the Falklands crisis, should dock at Chatham on Friday.

Questions have been asked in Parliament about the "inexplicable delay" in the return of Endurance.

It has been suggested the 125-man crew was "penalised" for remarks made by Capt. Nicholas Barker, the ship's commander, about official disregard of his warnings that an Argentine invasion was imminent.

GURKHAS' TOUR

Members of the 1st Bn, 7th Duke of Edinburgh's Own Gurkha Rifles have left London for a coach tour of Europe. The party of 22 will visit Amsterdam, Paris, Brussels, Luxembourg, Bonn and Cologne.

£11,000 FOR FUND

Police in Avon and Somerset have raised £11,000 for the South Atlantic Fund.

Extract from
Guardian, London.

112 AUG 1982

Prose and cons by W. L. Webb

Authors Take Sides on the Falklands, edited by Cecil Woolf & Jean Moorcroft Wilson (Cecil Woolf, £4.95; paper, £1.95). *See 3*

"WHAT a Helen! What a cause! ... Dannie Abse groans; and Salman Rushdie is another who doesn't think it was worth launching 100 ships to have that implacable face. However, this is no pacifist slate; the 100 or so writers who replied to the editors' questionnaire about the Thatcher-Galtieri affair reflect the general muddle and division rather well, and of course more articulately than most other samples might.

On the whole, the pops, high and low (from Arthur Hailey to Amis pere and Muriel Spark, placing Mary Renault and Norah Lofts where you will) are unequivocally for the war, though not all are so vehement as

Ronald Dahl who must have been watching on another channel ("excessive socialism seems to have nurtured a flabby and idle people who would rather compromise than fight").

There are surprises. Spike Milligan is emphatically pro, and so is Alan Sillitoe, giving rather better reasons. So is D. M. Thomas, as well as Hugh Thomas, while Wesker, Bragg, and Piers Paul Read end up reluctantly behind the task force, and Peter Levi tells us that although he has been a Labour voter since our improper invasion of Suez "from now on I shall vote Conservative, because I think the Falkland annexation improper, and rightly to be resisted," which sounds like poetic licence applied to politics.

On the other hand, Auberon Waugh, Jan Morris, and George Wigg are here with the majority, which is to say (among this sample) against the war. The antis are good at focusing on salient facts. Several writers remind

us that the Belgrano was 200 miles away from our ships, and 35 miles outside the unilaterally imposed exclusion zone when we sank it, killing so many young men. Raymond Briggs notes that while the Argentinians killed no Falklanders, we killed three, and John Arden points to the Royal Navy's "singularly inflammable warships."

Above all, they reflect very somberly on the political fallout of the war, the grim evidence that appealing to the Brits' worst instincts pays handsome political dividends, and that in doing so, self-righteous politicians can rely on "vicious and ignorant newspapers, which now switch from soft-core pornography to hard-hat chauvinism with no difficulty" (Alan Brownjohn). Patrick White writes bitterly of "Margaret Thatcher and her tribe". Margaret Drabble makes the same point more sympathetically when she says "there must be a better way of being British than this."

14 AUG 1982

Preserving Falklands wildlife

LAST YEAR I paid my first visit to the Shetland Isles. Those bleak but appealing treeless islands of crofts, hills and lochs, all washed by the mists and rain of the North Atlantic. It was during the seabird breeding season and gave me some of the most spectacular wildlife sights I have experienced.

The most memorable was Hermaness, on the island of Unst. Where the great rocky cliffs plunge into the sea. There were thousands of puffins, guillemots, razorbills and gannets, plus one of the most famous birds in the British Isles, a solitary black-browed albatross. Surrounded by countless gannets it was sitting contentedly on a nest which contained no eggs, as it had no mate. For several summers it has tried to breed at the wrong time of the year for an albatross, in the wrong hemisphere: it should have been in the Falklands, where in our winter, similar wildlife spectacles occur involving the birds of the South Atlantic—penguins, albatrosses, shearwaters, prions and many others.

My hopes for visiting the Falklands were dashed by the Argentine invasion, but others had been more fortunate and had been attracted to the islands earlier. Indeed Cindy Buxton and Annie Price of Anglia Television's "Survival" were still filming on South Georgia when the hostilities began and the results of their work have since been seen on television, as well as in an excellent recently published book*—500 copies of which have been sent down to the troops of the Task Force.

In February, Kevin Standring of the RSPB also returned from the Falklands after a three month study. His visit was to investigate certain conservation implications for the islands, for although the British Government became a "contracting party" to the Ramsar Convention (an international agreement on the conservation of wetlands) in 1973, it had taken no action in the Falklands. Argentina did not even sign the Convention, and its conservation record is not good. In some areas even its national parks have been denuded of trees and quite recently a scheme to boil up millions of penguins for "penguin oil" was only just averted. As a result there was much anxiety about the future of the Falklands from a wildlife viewpoint well before the Argentine take-over.

On the Falklands there are fewer people and farms than on Shetland, and so far the wildlife has been hardly affected by the activities of man. Cindy Buxton considers them to be even richer and more attractive than the wildlife centres of Africa: "The Falklands make up an area of real



King Penguin

Drawing by FIONA SILVER

wilderness, and although some vegetation has been changed by the grazing of sheep, it is virtually untouched and unspoilt and many of the birds seem tame." That view is shared by Kevin Standring, although for him one bird was too tame, for a caracara, a bird of prey, tried to fly off with one of his socks.

Even the names of the birds give some idea of their appeal—the Falkland flightless steamer duck, rockhoppers, shoemakers, turkey vultures and upland geese. The local names are even more descriptive—mollymawks, stinkers, cobblers, quarks and loggers.

There are 59 breeding species of birds on the Falklands, of which the most spectacular are the huge colonies of penguins and albatrosses. Their presence is interesting if Darwin is to be believed. Both types of birds have evolved in the same environment on similar diets, yet the penguins are flightless and pursue their prey under water, whereas albatrosses are masters of flight and dive on fish from above.

Five types of penguins breed on the Falklands—king, gentoo, rockhopper, macaroni and magellanic. As the name suggests the king is the largest and most regal in appearance, while the strangest is the magellanic which, like the puffin, nests in burrows. The gentoo is also unusual for the birds nest inland among grasses and a small shrub, diddle dee, consequently they walk in long processions to and from the sea. The only bird limited solely to the Falklands is the flightless steamer duck: its name comes from the fact that it can "steam" rapidly over the water. One of the few birds to visit both Britain and the Falklands is the sanderling, a small wading bird that breeds in the Arctic and often "winters" in the South Atlantic.

Sea elephants and elephant seals are present in large colonies and are very approachable. Bull elephant seals grow to an enormous 18ft long and when annoyed they belch loudly—the resulting smell has been described as being similar to "large calibre drains." There are no native herbivores on the islands although there are now rabbits, hares, feral cats and shipwrecked rats.

As far as is known little damage was done to wildlife during the fighting, although there are fears that serious erosion could take place in the fragile peaty soils because of the military fox-holes and shell craters. Erosion and damage to soil and vegetation could also result if development is too rapid, bringing in an influx of people and a greater density of grazing sheep.

There is no doubt that development will be encouraged by the wildlife of the sea, for the region is rich in fish, krill and the forests of kelp—a valuable weed that can be harvested. Kevin Standring considers the sea to be a living, renewable resource, that can be used as long as its contents are also conserved: "The big danger," he says, "is that fishery science has proved itself to be the most imprecise science known to man, so that in developing the fishing and kelp industries in the Falklands we must take considerable care."

The Falklands also have much potential for the development of a specialised tourist industry. In Britain birdwatching is one of the largest and fastest growing pastimes and there are many firms already taking parties of ornithologists on expensive trips to various parts of the world. Americans and Germans would provide additional markets and it is likely that if such trips were available to the Falklands there would be many people keen to visit the great and unique seabird colonies.

Cindy Buxton is certain of the potential: "Already there are visits from Britain to distant places such as the Galapagos Islands, so why not the Falklands? It would be good for Falklands trade and people would enjoy it. The visits would have to be undertaken carefully so as not to destroy what is there. It would be important to have set routes, with guides, so that birds would become familiar with them and not get frightened." Kevin Standring agrees: "There are enormous possibilities in the islands for naturalists, and interested visitors, if adequate facilities for staying and travelling can be provided." I certainly find the prospect of seeing incubating king penguins, wheeling albatrosses and belching elephant seals extremely attractive. It would be a good thing if both man and wildlife can benefit from the reconstruction of the Falklands.

ROBIN PAGE

13 AUG 1982

Pastoral opportunities in aftermath of conflict

BATTLE-SCARRED Port Stanley is returning to order with disheartening slowness—but the pastoral opportunities in the vastly increased parish are endless, the Rev. Harry Bagnall has reported.

Mr. Bagnall, the Anglican chaplain who lives in the Deanery at Port Stanley, has been to Port San Carlos by helicopter for a day and a night, he wrote to the Intercontinental Church Society in London.

It was his only chance to go to the remote settlements, and he spent an hour with each of the six families there. He also visited the RAF men, "living in great comfort in the shearing shed."

In Port Stanley, parishioners made temporarily homeless while rebuilding is in progress, are turning for food and shelter to the undamaged Deanery, where the bath-tub is still in regular demand among military personnel.

But the Islanders are going through a "flat" period of anti-climax after living through so many weeks of tension. "There is a lethargy about the place. *Mañana* was always a problem," says Mr. Bagnall, who describes Port Stanley's return to order as "dishearteningly slow." "The spirit will revive shortly and we will be better able to put up with inconvenience," he adds.

Meanwhile, the chaplain divides his time between military and civilians, visiting the hospital and seeing many like a "Para" he talked with who had lost a leg on the last night of the fighting.

Intercon in London has sent on to Mr. Bagnall over £600 in donations which arrived at the office. "We shall secure a new carpet for the Cathedral, which is in a poor state, having been tortured by thousands of muddy boots," said a spokesman there. "It may be that the most



Cdr. Alan West (right), captain of HMS Ardent, at Sunday's memorial service at Devonport for the 22 men who died when the frigate was lost in the South Atlantic

practical way we can help the Anglican community in the Falkland Islands is to provide transport so their Rector can visit them."

Mr. Bagnall and his wife, Iris, plan to stay on in the Falkland Islands until they return on leave next May. After that they would like to return indefinitely, they say—but the future depends on how the question of episcopal oversight is resolved.

Dramatic change

News of the dramatic change the Task Force brought to another remote part of the Anglican Communion has reached the USPG, who say the servicemen provided an exciting finale to the Rev. Richard Davison's missionary tour on lonely Ascension Island.

Fr. Davison, the former Vicar of St. Alban's, Heworth, Durham, was the only clergyman on Ascension, in the diocese of St. Helena, which has

a normal population of 1,000. When the Atlantic conflict blew up, Ascension, 4,000 miles from the Falklands, was the nearest British base, and vast numbers of men flooded in.

Fr. Davison and his wife, Margaret, opened a non-profit-making canteen and coffee bar on the patio of the St. Helenian Club, which the local community offered for the purpose. But however low they kept the prices, so many servicemen used the coffee bar that they couldn't help but make a profit, Fr. Davison told the USPG—and he said "We ended up with £400 to give to various charities."

The Davisons, who have three children, are back now, looking for a post in an English parish.

Extract from
Sunday Times, London.

15 AUG 1987

New war on hidden Falklands killers

by Jon Connell and
Mark Hosenball

AS THE British Army attempts to clear the thousands of Argentinian mines which have been sown around Port Stanley in the Falklands, an American "high technology" company has come up with a possible answer.

The mines are made of plastic, and so virtually impossible to clear with standard metal detectors. One soldier has already died and eight others have been injured in attempted clearances. But Cubic Corporation of San Diego, California, has developed a new kind of detector that works not by identifying metal but by picking up inconsistencies in the soil.

Cubic Corporation recently rushed 10 of the new detectors, known by the symbol AN/PRS-8, to a London company, United Scientific Instruments, which looks after its interests in Britain. United Scientific passed the detectors on to the Ministry of Defence, which is carrying out tests on the "anomaly detectors", advised by a United Scientific engineer, with a view to possible use in the Falklands.

The detector sends out radio waves and receives signals back from the soil, like a hand-held radar machine. The operator, who wears headphones, hears a constant tone which fluctuates when inconsistencies are picked up.

Cubic Corporation, which is currently designing a new automatic fare-collection system for London Transport, has already signed a contract with the US Army to supply more than 1,000 of the new detectors.

Cubic Corporation and United Scientific Instruments, which make standard metal mine-detectors for the British Army, is optimistic about their product. But they recognise the peculiar difficulties raised by ground conditions in the Falklands. Although the AN/PRS-8 is calibrated so that it does not react to every moderate-sized rock, the rough terrain round Port Stanley—much of which is peat bog interspersed with pools of water and outcrops of rock—will prove a formidable test for any detector.

The ministry, however, remains understandably cautious about the Cubic Corporation's detector, which it says is just one of several devices being examined. So far, said a spokesman last week, nothing had proved "very satisfactory."

But the problem the army faced was altogether different from usual military clearance operations, which take place in wartime where an element of risk is acceptable and where the aim is simply to "maintain mobility." "What we face now is having to achieve 100 per cent clearance of an area in peacetime, and that is a wholly new requirement."

Some Port Stanley residents are so fearful of a future amid, on one estimate, 11,500 mines, that they have suggested moving the Falklands capital away from the town to Port Louis, 25 miles up the coast.

Extract from
Kentish Independent, Woolwich.

5 AUG 1987

Top cop goes back to police Falklands



A senior officer at Woolwich Police Station has left for the Falkland Islands to act as an advisor on policing there.

Ch. Sup. Walter Richards (53), (pictured above), who was second in command at Woolwich and lived locally, probably knows more about the islands than any other police officer in this country.

He came from Port Stanley to England 26 years ago at the age of 17 and joined the police force.

He was selected by the police and the Home Office to spend three months on the islands to advise on the policing of the area.

His posting overseas came at the same time he was promoted from superintendent at Woolwich after two years at the station.

He has a wife and two children who will not be making the trip with him. It is not expected he will return to Woolwich Police Station when he has completed his duty. K3555

that the Falklands sovereignty initiative would be a major topic of discussion.

In BUENOS AIRES Reiner Steen, a Norwegian senator and vice president of the Socialist International, said an international socialist committee he heads would lobby for a negotiated solution to the Falklands dispute.

He said the Falklands-Malvinas Committee of the Socialist International would recommend for UN administration of the Falklands.

● Brazil says British planes flying to the Falklands have used its bases to refuel or make emergency landings, a revelation regarded by political commentators as likely to strain relations with Argentina. But Brazil said that there was nothing exceptional about the landings as the conflict over the islands had ended.

themselves. They are at a very low point.

The main thrust of the Mexican initiative, said a senior aide to the Foreign Minister, "is that the sovereignty (of the Falklands) belongs to Argentina."

Chile, which has its own dispute with Argentina over the islands in the Beagle Canal, was also a supporter of the Mexican plan, said the aide.

Triumph

Aguirre, 61, who was his country's ambassador to Venezuela from 1979 until July 1 when he replaced Nicanor Costa Mendez after Argentina's defeat in the South Atlantic, is on a two-day visit to Venezuela.

"I have come to thank Venezuela with the deepest gratitude" for the help it offered Argentina during the Falklands conflict, Aguirre told Venezuelan Foreign Minister, Alberto Zambrano. He said that he would meet with President Luis Herrera Campins to discuss the general situation in Latin America since the end of the conflict.

"I will work with the greatest intensity for the triumph of Argentina. All of Latin America will show solidarity with the plan that we are going to make," he added.

Zambrano said that within the next few days he was due to meet Mexican Foreign Minister, Jorge Castaneda and

FOREIGN NEWS

Falklands plea to UN by Argentina

Standard Foreign
News Desk

ARGENTINA, with the support of other Latin American nations, is planning to take the issue of sovereignty over the Falklands to the United Nations.

The plan to raise the matter at the UN's next general assembly meeting originated as a Mexican initiative and would "have the backing of all Latin American foreign ministries," said Argentina's Foreign Minister Juan Aguirre during a visit to Venezuela.

Referring to relations between Argentina and the United States, who backed Britain during the undeclared war for the Falklands, he said: "The facts speak for

Extract from
The New Standard, London

17 AUG 1987

Stamp cash for Falklands

TWO new stamps for the Falklands have been produced to help raise cash for the islands rebuilding programme.

The new £1 stamp, depicting the Falkland Islands and South Georgia will be surcharged with £1 which will go to the civil commissioner, Rex Hunt, for re-building housing, roads and other amenities.

Extract from
The New Standard, London

7 AUG 1987

OFFICERS 'TIED UP ARGENTINE TROOPS TO FREEZE'

By TONY ALLEN-MILLS in Buenos Aires

YOUNG Argentine soldiers who deserted their posts to search for food during the Falklands campaign were forced to stand barefoot in puddles of freezing water as a punishment, according to a book to be published in Buenos Aires next week.

The book, "Los Chicos de la Guerra" (The Kids of the War), claims to be the first serious attempt to describe the experience of thousands of teenaged conscripts bundled off to the Falklands.

Special Article and
Editorial Comment—P12

PRESSURE ON JUNTA OVER THE MISSING

By TONY ALLEN-MILLS
in Buenos Aires

ARGINA'S military regime is coming under increasing pressure to shed some light on the fate of the country's "desaparecidos," the thousands of people who vanished during years of political repression in the struggle against terrorism in the 1970s.

The agony of the families who for years have fruitlessly struggled to obtain information about missing relatives is a volatile political issue.

Apart from the dignified and well-publicised protests of the mothers who gather each week in the Plaza de Maya, more powerful and influential voices are beginning to be heard.

In the new atmosphere of political freedom after the Falklands war and the announcement of elections for 1984, civilian politicians have become openly critical of the military's conduct, and several newly-active parties have demanded investigations of the armed force's responsibility for the "disappeareds."

Catholic question

This week, the Catholic Church announced it was firmly requesting President Bignone to provide answers for families long used to obstruction, evasion, and rejection, by the military authorities assumed to be responsible for the disappearance of relatives.

The issue is regarded as a serious obstacle to a successful transition from military rule to a civilian democracy.

In a series of interviews with young survivors, Daniel Kon, a journalist, paints a remarkable picture of the unrelieved misery suffered by the Argentine soldiers as, bullied by their officers, they awaited the arrival of the British.

For the troops who were at first stationed in or around Port Stanley, supplies of rations and other comforts seem to have been reasonably good.

But as an interview with a soldier named Santiago displays, things were different for those despatched to remote highland areas to dig themselves in.

'Went like beggars'

"We were high up and we were eating very badly, as food almost never arrived," Santiago is quoted as saying.

"Many of the kids began to escape from the unit to go to the village, to rob food from the stores. Or they went to a farm, a long way away, where they pulled up carrots and onions.

"Others went like beggars, to ask the 'kelpers' for food. They made signals, lifting their hands to their mouths, or they pointed at vegetable gardens.

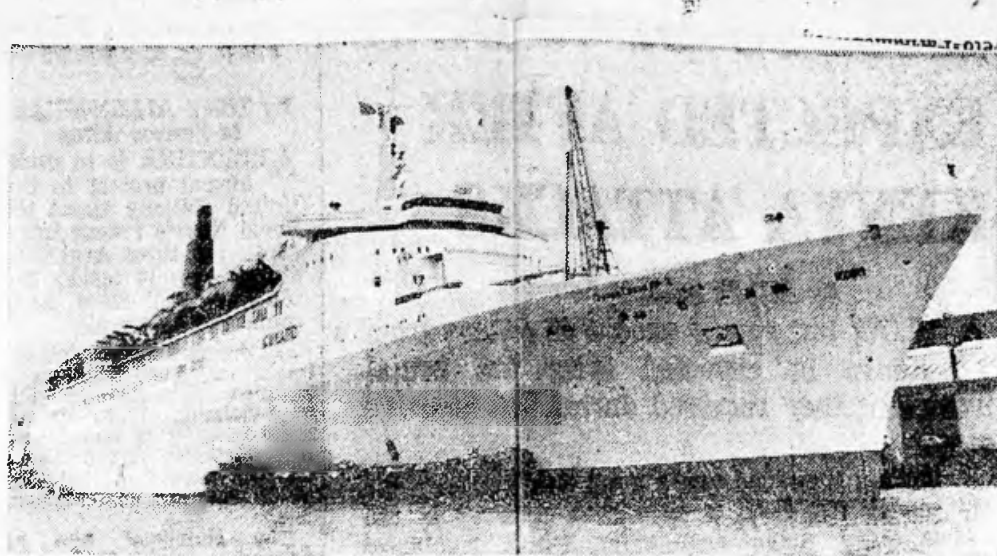
"Some of the farmers gave food, others didn't. I know some soldiers used their 9mm pistols to steal food."

The officers tried to reduce absenteeism by holding regular roll-calls. "But there were always one or two missing. When they returned, they were punished."

Tied to poles

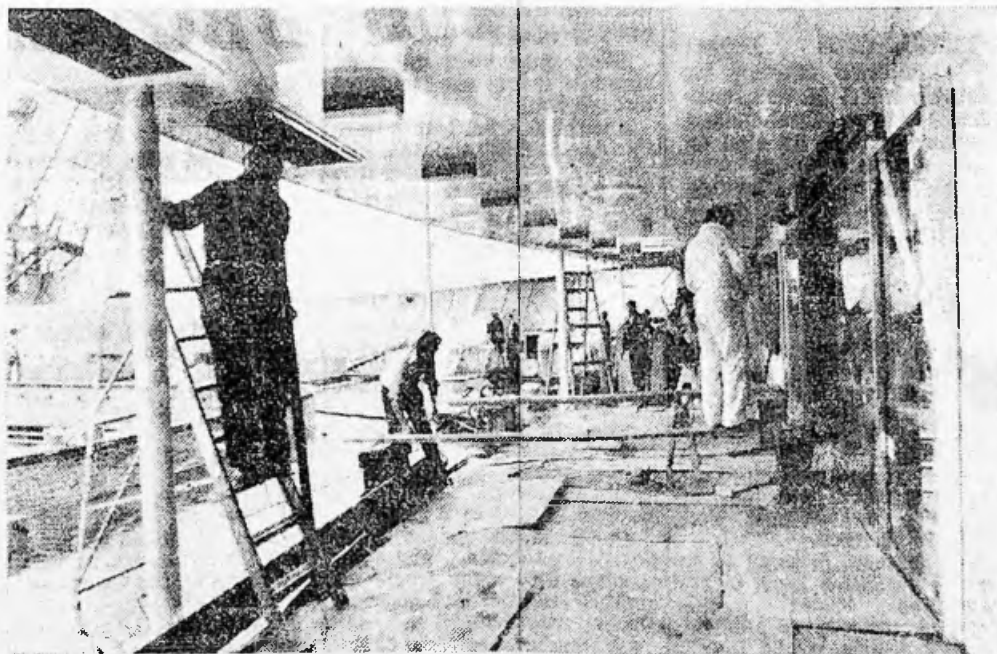
Santiago said some offenders were forced to take off their shoes and stand in puddles of cold water. Others had to take off their gloves and put their hands in the water.

"In my section, those who went stealing had their Balaclavas and gloves taken away. Their hands and feet were tied



The QE2 looking resplendent in a new coat of light-grey paint with a red and black funnel, ready at Southampton yesterday for her return to service as a cruise liner.

Below Workmen adding the finishing touches around the pool area—now called the Lido club. The liner returned from the Falklands as a troopship just nine-weeks ago and sails for New York today with 1,800 passengers.



'Big potential' for Falklands wool

By CHARLES NEVIN in Port Stanley

FEW people in the Falklands are in a position to know more about sheep farming than Sydney Miller, who has been involved in the business for 60 of his 77 years, first as a farmer, now as

FARMER QUITS AFTER 15 YEARS

By Maj-Gen Edward Fursdon
Defence Correspondent in
Roy Cove, West Falkland

THE gold of the furze glowing in the sun against the soft hills and

a director of the Sheep Owners' Association.

And it is Mr Miller's opinion that wool production in the islands could be increased by at least 20 per cent. if more attention were paid to land improvement.

There are just over 600,000 sheep in the islands, providing about £3,000,000 a year, the backbone and much else besides of the Falklands economy.

PLANS FOR FRESH AIRPORT

By CHARLES NEVIN
in Port Stanley

BRITAIN has decided to build a new civilian airport in the Falkland Islands rather than concentrate all traffic on the one outside Port Stanley, reliable sources reported

A team of surveyors will shortly begin work on the final siting of the new airport, between Stanley and Fitzroy, 17 miles to the south-west.

It will be provided with a runway long enough to be able to take long-haul jets on the final leg of international flights.

Britain's decision

but so far the armed forces have failed to co-operate.

"You can ask the military to investigate its handling of the economy, and it will agree. You can ask the military to investigate the disaster in the Falklands, and it will agree," said one civilian official.

"But you ask the military to investigate the desaparecidos and everything goes blank."

For many civilian politicians, the notion that the fate of up to 20,000 Argentine citizens should quietly be forgotten about is impossible to stomach.

But the drive to unearth the truth behind the army's actions of the last seven years is tempered by the belief that senior officers might forcibly resist the transition to democracy, rather than allow their pasts to be scrutinised in too much detail.

Although no progress has been made on the specific issue of the desaparecidos, President Bignone's government has in the last few days shown signs that it is responding to public pressure over respect for human rights.

On Tuesday the government announced the release into "supervised freedom" of 29 political prisoners, among them Gustavo Westerkamp, son of the well-known human rights activist Federico Westerkamp.

No proof

Gustavo has been held for seven years without charges or trial, and there was a recent outcry when Federico Westerkamp was arrested and briefly jailed after visiting his son in prison.

The prisoners released also included Juan Argeo Rojo, a lawyer arrested a few months before he defended a group of newspaper reporters jailed for alleged connections with subversive groups. The charges were never proven in court.

Another sign of the changing political climate in Argentina came in remarks by a federal judge in Cordoba. He ordered the government to release a man held without charges since 1975.

"Citizens can no longer be deprived of their freedom for secret reasons," said Judge Pedro Carlos Narvaiz.

Officially, there are 446 political prisoners in Argentine jails. Human rights activists put the number at 800.

A petition issued by the Permanent Assembly for human rights in Argentina this week said the immediate release of all the prisoners was "imperative if real progress is going to be made in restoring the rule of law."

CELEBRATION MARCH

More than 350 men and women from the Navy, the Marines, the WRNS, and the Royal Corps of Transport are to take part in a celebration march through Portsmouth soon after the aircraft carrier *Invincible* arrives back from the Falklands.

The March is to take place on Sept 21, and civic leaders said it would be a tribute to all those who took part in the war.

to tent poles, and they were left like that.

"When they started to freeze it got very tough. They couldn't shout. The only thing they could do was cry.

"It was very sad, seeing them like that... I said to my NCO about one of the men: 'This guy is a new soldier, how are we going to fight the English if you freeze all the conscripts?'"

Guillermo, another soldier who found himself out in the "camp" (countryside) said: "We had only just arrived at our position when they told us it was absolutely forbidden to touch the sheep.

"But then the food started running out. So, rifle in hand, I scored a bull's-eye, and we began to eat sheep. I shot more than 50."

'Primitive man'

Guillermo said the men in his unit made fires with twigs and cooked in tin cans. "We were like primitive man."

Another soldier, Carlos, said: "We cried a lot and we were frightened. Eventually we understood that tears were an escape valve for fear."

When the British attacks began, soldiers in Port Stanley were worried that English secret forces had infiltrated the town and were mixing freely.

"There was so much fear, we tried to find questions to ask them that an Argentine would know easily, but that an English commando would not know, even if he spoke perfect Spanish," said soldier Jorge.

'Superhuman British'

The British troops tend to be described as superhuman against whom simple Argentine teenagers had no chance.

Guillermo said: "The Gurkhas came at us all fired up, high on drugs. They came tearing towards us, screaming, not trying to protect themselves.

"It wasn't difficult to shoot them, but there were so many. You could shoot one or two, but the next one in the line would shoot you.

"They were like robots. One Gurkha trod on a mine and was hurled into the air, but the man behind him didn't take the slightest notice. He just carried on, on the same path.

"Some of the Gurkhas came at us with heavy machine-guns, and it didn't matter who got in their line of fire, us or other Gurkhas."

The pathetic inadequacy of Argentina's army has raised serious questions about the use of national service.

This week, about 1,000 prominent Argentine women sponsored a series of newspaper advertisements calling for an end to conscription "for the present and future of our sons."

SURVIVOR GUESTS

Thirty-five survivors from the frigate *Ardent* sunk off the Falklands are spending this weekend as guests of families in Milford Haven, West Wales, the ship's adopted town.

blue sea loch of Roy Cove made an idyllic setting. Out in King George Bay glistened Rabbit Island.

We were on the far west coast of West Falkland, away for once from the sleet of Stanley.

The settlement comprises 80,000 acres and 20,000 sheep, split up into six farms. The Argentines never occupied it although they gave its population of 14 men, women and children some frights.

Moira McGhie, whose husband, Tom, farms, told me how they used to see the Argentine planes flying east on their bombing missions, keeping very low in the valleys to escape the British air defence radars.

'Great activity'

Once there was great activity for three days while the Argentines searched the nearby beaches and cliffs with helicopters, obviously thinking some British had come ashore.

"A big white helicopter landed in the paddock, some Argies got out but soon got back in and flew off. That's the only time we actually saw any," she said.

Their other trick, "really it was just showing off, I think," said Mrs McGhie, was to make dummy bombing attacks on the settlement.

The McGhies did have a very worrying time, however, when, although their radio telephone had been disconnected as ordered, a small Argentine plane spotted their forbidden aerial still fitted to the roof and slowly circled round and round the house for ages.

"We thought that was it but eventually it flew away."

Now, after 15 years in West Falkland, but leaving a grown-up son and daughter working on nearby Saunders Island, the McGhies are going back at the end of the month to farm a mere 1,200 acres in Dumfriesshire. "It's time we settled down," said Mrs McGhie.

RETURN OF ANOTHER SUBMARINE

Yesterday the *Courageous* became the third submarine to return to her home base on the Clyde from the Falklands without mishap.

Cdr Rupert Best, 39, captain of the *Courageous*, said the vessel's main rôle was to operate the total exclusion zone round the Falklands and thus prevent any Argentine reinforcements reaching the islands.

He would not specify in which actions the submarine was involved during a three-month underwater patrol and would not say whether the *Courageous* had come under attack from depth charges or had fired any torpedoes.

UGANDA REFIT

The Falklands hospital ship *Uganda* docked in North Shields yesterday for a seven-week conversion back to her rôle as an educational cruise ship. P & O hopes she will be cruising in the Mediterranean by the end of next month.

wide experience in the islands was spent as manager of the Roy Cove Farm, where, he says, by grassing and re-seeding he increased his stock from 14,500 to 22,000 in 10 years.

"If a few more farms did that sort of thing, a lot more wool would go out and a lot more money would come in," he says.

Smaller units

Mr Miller is also in favour of the much-touted scheme to split up the large farms to create smaller tenanted units. "I think it has ultimately got to come, albeit slowly," he said. "The big farms are too expensive to run.

"There are Falkland islanders now working on the farms who know the job and are ready to become tenants.

"It will stop them leaving the Falklands because there is nothing like having your own property, standing in the middle of your land, and knowing it's yours—nothing like it at all."

A large farm would have about 25,000 sheep. At 20,000 it is becoming expensive in terms of manpower, says Mr Miller, but a man can make a living with 3,000 sheep and a "reasonably energetic" wife.

Again he is in a position to know. His son and his wife are running 4,000 sheep in Keppel Island, and he organised the division of Roy Cove into small units when the Falkland Islands Government bought it from Bertrand and Felton.

Two schemes

The Falkland Islands Government has set up two small farm schemes. The one at Roy Cove was in its infancy when the Argentines invaded, and the one at Green Patch is running more sheep now it is divided into six than it did when it was owned by the Falkland Islands Company, according to Mr Miller.

The Falkland Islands Company has told him it is unwilling to sell any of its 1,300,000 acres or 46 per cent. of the land.

But this should not be an immediate problem, says Mr Miller, because the transfer and breakdown ought to be a gradual process, which can be conducted with those farms already willing to sell.

But Mr Miller's interests do not end with sheep. He talks of smallholdings—"you can grow pretty well any kind of vegetable in these islands"—and beef and mutton sales if an outlet can be found.

He wants to see more attention paid to these problems and to the future development of the islands than to small concerns and present worries.

Bank 'vital'

Investment and ideas have to be encouraged, he says, and for this a commercial bank is vital. Already one British bank is sending out a team to examine the possibilities of opening a branch.

The ideas flow—alginate, oil, a 200-mile limit with licensed foreign fishing and patrols by a Royal Navy already on station, and a new town at San Carlos to take advantage of the deep water there.

£12m cost

Previously, the Argentine State airline, Lade, operated a weekly turbo-prop flight to Stanley from Comodoro Rivadavia.

The Shackleton Report in 1976 recommended that Stanley airport should be extended to accommodate long- and medium-haul flights.

It concluded that without it, "there is a strong doubt whether tourism, fisheries and other diversifying industrial potential, would be realised to any significant degree."

No estimate for the cost of the new airport is available, but Shackleton's figure for the Stanley extension was recently revised from his original £4,000,000 to more than £12,000,000.

Brazil base refuels RAF

By JOHN MILLER
Diplomatic Staff

THE Foreign Office played down reports yesterday that Brazil was allowing RAF Hercules transport aircraft to use a base en route to the Falklands.

Brazil has made available a military base, allowing the RAF to discontinue expensive mid-air refuelling on flights from the Ascension Islands.

It was also seen as a major diplomatic snub to Argentina, and underlined Rio de Janeiro's efforts to improve Anglo-Brazilian relations, impaired by the Falklands conflict.

But the Foreign Office went out of its way to dismiss the new link as an "ad hoc arrangement." It echoed the Ministry of Defence in declining to give details of the flights, their frequency, or naming the base being used.

It was stressed that the planes refuelled in Brazil were carrying "non-military goods," such as fresh fruit and vegetables.

Pressure feared

Whitehall's nervousness about the disclosure of the flights was understood to be related to fears that Argentina would promptly bring pressure on Brazil to halt them.

But although Brazil officially backed Argentina during the Falklands fighting, it did nothing to complicate the British military operation, and even released an RAF Vulcan bomber forced to land at a Brazilian airport because of engine failure.

It was not ruled out last night that Chile was also signalling to Britain that it would facilitate flights to the Falklands if a request was made.

The Chileans were strictly neutral during the Falklands war, although they intimated they opposed the Argentine invasion and would, if asked, give "safe sanctuary" to British aircraft.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
73 Newington Causeway, London, S.E.1

Extract from
Sunday Telegraph, London.

15 AUG 1982

Hitch-a-ride air service

By CHARLES NEVIN in Port Stanley

FALKLANDERS are in urgent need of new aircraft to restart their internal air service, which was completely eliminated by the Argentines.

The Falkland Islands Government Air Service (FIGAS) operated an on-call taxi service throughout the islands, running three aircraft. A Pilatus Britain Norman Island and two De Havilland Beaver float planes which were more than 12 years old.

The Islanders aircraft was provided by the Overseas Development Agency plying between the air strips on the major settlements. The float planes were used to reach the more inaccessible sites.

Discussions about replacing the aircraft have been continuing in London, but in the meantime the Falklanders are being ferried about free of charge in Service helicopters.

They channel their requirements through Mr Eddie Anderson, the acting Director of Civil Aviation, and he passes on the requests to the Joint Services Helicopter Tasking Unit which

allocates places the night before travel.

It is a similar system to that which Figas ran, but with significant differences. The civilian must give priority to military needs, in practice this means those living close to military units have probably a better service than before, but for those who do not it is far worse.

On top of that, the number of helicopters in the Falklands is being reduced, and flying operations have been cut by a third since June 14.

"Obviously we are very grateful to the military, but we don't want to be going, cap in hand, for this free service all the time," said Mr Anderson.

Tickets on Figas were a maximum of £25 for an adult and the service was subsidised by the Falkland Islands Government to the order of £150,000 last year.

But whereas the islanders used to wait a day or two for a flight, depending on the weather, now Mr Anderson has a waiting list of six to 10 people who can wait as long as 10 days for a helicopter trip.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Scotsman, Edinburgh.

16 AUG 1982

Fishery moves ahead for the Falklands

The Government are considering ways to exploit the fishing grounds round the Falkland Islands after talks between skippers and owners from the North-east of Scotland and the island's development officer, Mr John Reid.

Mr Reid, industrial development officer with Borders Regional Council, who formally takes up his Falklands post in two weeks time, said he had already received several approaches on how fishing could be developed

and would be interested in hearing other proposals.

The major species round the islands is krill, a crustacean with a high potential food value. Conventional trawling techniques could net 100 to 120 million tonnes of krill a year. There are also squid, hake, cod and salmon.

The five trawlers which arrived back at Rosyth from the Falklands last week proved how well British fishing vessels could cope with conditions in the South Atlantic, Mr Reid said.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Sidecup & Kentish Times

- 5 AUG 1982

FALKLANDS INQUIRY—BY MP

I KNOW you will appreciate the importance I attached to ensuring that my constituents are correctly informed of my activities at Westminster on their behalf, so I hope you will allow me the use of your columns to explain further my attitude to the inquiry into the Falklands affair.

Due to an unfortunate mistake in your paper of July 8, you carried a story and leader which suggested that I had been sharply critical of the plans for this inquiry, whereas quite the reverse was true. As you said in your apology the following week, you had mistakenly attributed to me the remarks of a Labour Member of Parliament.

I think it is important that your readers should know what I really said in my speech in the House of Commons during the debate on the inquiry. In my speech I said that it was absolutely right to announce the inquiry and to announce it quickly. This is only fair to those former Ministers whose reputations have suffered. Only a quick and effective inquiry will enable Members of Parliament to concentrate their

minds on the other great issues that we face as a nation.

I went on to welcome the detailed terms of reference of the inquiry, and its scope. My only reservation was that no Conservative Member of Parliament had been included in the Committee. I further made it absolutely clear that I was satisfied that the Prime Minister now intended to follow constitutional precedent and seek the authority of former Prime Ministers before their papers were studied by the Committee. Therefore, I said "I am perfectly satisfied."

As you can see from my speech, I said it was right to hold the inquiry, that the inquiry had been established satisfactorily, and that its membership, save for the omission of a Conservative MP, was admirable. I think it is important that your readers understand that the Government—and the members of the Committee—have my full support in all this. I will be happy to send to any of my constituents who wish to see it a full copy of my speech in the House of Commons.

EDWARD HEATH, MP.
House of Commons.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Daily Telegraph, London.

14 AUG 1982

Divers take vital gear from sunken Task Force ships

By DESMOND WETTER, Naval Correspondent

WORK has begun on raising re-usable equipment and destroying anything that might be of value to foreign powers on board the container ship Atlantic Conveyor and the missile destroyer Sheffield sunk during the Falklands campaign.

Similar salvage work is planned for the Sheffield's sister ship, Coventry, and the frigates Antelope and Ardent, though all three are relatively safe, having sunk closer inshore.

It is understood that the Atlantic Conveyor, in particular, has valuable equipment on board, including several helicopters.

Anything that cannot be removed from the wrecks but which could be of interest and value to a foreign power is to be destroyed, divers have been ordered.

Poor conditions

Ships' safes, in which highly classified books and documents are normally kept, will be particularly important for the divers to recover as it is doubtful if in several of the ships there was time to carry out the laid-down destruction procedure.

The salvage operation, in

Special Article and Editorial Comment—P12

view of the poor sea and weather conditions at this time of the year, is likely to take many months.

This is the reason why the United Towing Salvage Tugs Salvageman, Irishman and Yorkshireman have had their crews, rather than the ships themselves, brought home and replaced.

Work praised

At least one of the Task Force's four requisitioned offshore oil rig support and maintenance ships, the Stena Inspector, has a "moon pool" or hole in the bottom through which diving chambers can be lowered and raised even in quite severe weather.

The work of the four ships, each of which has a party of skilled naval engineering officers and ratings on board, has been highly praised by the crews of warships damaged in action for the swift repair work they carried out.

INTERNATIONAL PRESS-CUTTING BUREAU
Lancaster House,
70 Newington Causeway, London, S.E.1

Extract from
Scottish Farmer, Glasgow.

14 AUG 1982

MF TRACTORS FOR THE FALKLANDS

A MINISTRY of Defence contract for tractors to be used in the Falkland Islands on the work of rebuilding Port Stanley airport has been supplied by Massey-Ferguson.

The twelve tractors—all MF 690's—are due to arrive in the Falkland Islands later this month.

The Falklands Campaign

THE signal sent by Royal Marines Major-General Jeremy Moore, Commander Land Forces Falkland Islands to Admiral Sir John Fieldhouse, Commander-in-Chief Fleet, provided the succinct and welcome news that combat operations to liberate the Falkland Islands had been successfully concluded. It read: 'In Port Stanley at 9pm Falkland time tonight, 14 June, Major-General Menendez surrendered all Argentine armed forces in East and West Falklands, together with their impedimenta. Arrangements are in hand to assemble the men for return to Argentina, to gather in their arms and equipment, and to mark and make safe their munitions. The Falkland Islands are once more under the government desired by their inhabitants - God Save the Queen'.

In a little over three weeks since the landings by British forces at the beach-heads around San Carlos Water on 21 May, the Falklands campaign

had been brought to a victorious finish. The date of the Argentine surrender, Monday 14 June, came exactly 10 weeks after the first major units of the Falklands task force had sailed from the UK, 8,000 miles away, on 5 April. The repossession of the islands by Britain was achieved as promised, but at the cost of 256 Servicemen's lives and the loss of numerous ships, aircraft and other materiel.

Land forces operations on the Falklands moved swiftly after the consolidation of the initial beach-heads on East Falkland, and within a week of the landings the settlements of Darwin and Goose Green had been recaptured by 2nd Battalion The Parachute Regiment from a numerically larger Argentine garrison. In an epic series of marches, the commandos and paratroopers of Brigadier Julian Thompson's 3 Commando Brigade traversed 40 miles across country carrying all their arms and equipment

over rugged terrain and through the severe weather of the deepening Falklands winter. En route, the settlements at Douglas and Teal Inlet were recaptured as the Brigade advanced on Port Stanley from the northwest. At the end of the footslogging trek via the northern route from San Carlos Water, units of the Brigade were responsible for taking the outer perimeter of high ground west of Port Stanley. Leading elements of the British forces, later reported as personnel of the Special Air Service, had been operating off the principal feature - the 1,500ft Mount Kent - from as early as 1 June, but a few days later the mountain position only 10 miles from Port Stanley was consolidated by 42 Commando. The nearby Mount Challenger was seized by 45 Commando, and the 3rd Battalion The Parachute Regiment advanced to positions just west of Mount Longdon. Artillery batteries of 105mm light guns were flown up to the new forward positions on the high ground by Sea King helicopters.

Back at the East Falklands beach-head, the landing of the 5th Infantry Brigade had been completed by 6 June, bringing the complement of British troops on the island to some 8,000 men. The 5th Inf Bde had been transferred from the liner QE2 off South Georgia and brought forward to the Falklands aboard task force ships; meanwhile, the QE2 was on passage back to the UK, arriving on 11 June with 200 survivors from the Royal Navy warships *Coventry*, *Antelope* and *Ardent*.

The exploitation of the southern route to Port Stanley from the beach-heads, which had been prefaced by the formidable action of the 2nd Battalion The Parachute Regiment in capturing Darwin and Goose Green on 28 May, was put in hand during the following week by 5 Inf Bde commanded by Brigadier Tony Wilson. The 2nd Battalion The Scots Guards was moved forward to Bluff Cove on 6 June but the follow-up resupply operation two days later was to be marred by further task force losses.

After a week's continuous bad weather, which although complicating conditions ashore had at least offered some respite to the presence of the Argentine Air Force over the islands, clearing skies on 8 June brought with them the threat of renewed air attacks, which duly materialised amid the movement of men and equipment of 5 Inf Bde into positions near Fitzroy and Bluff Cove about 20 miles southwest of Port Stanley. Argentine aircraft bombed the logistic landing ships RFA *Sir Galahad* and RFA *Sir Tristram* near Fitzroy, and the frigate HMS *Plymouth* was the subject of a separate attack off San Carlos. The attack on the LSLs occurred before Rapier surface-to-air missile defences were fully established on shore, and *Sir Galahad* was seriously damaged. Seven Argentine aircraft were shot down during the attacks on the 8th. Only one casualty was sustained on board HMS *Plymouth*, which remained operational despite being hit. It was some days before the toll of losses aboard the landing ships was announced as 56 dead and 57 injured. Between 500-600 men, including Royal Marines and soldiers of the 1st Battalion The Welsh Guards had been aboard the LSLs waiting to go ashore.

Despite the setbacks at Fitzroy, the build-up of British forces in an arc surrounding Port Stanley continued undeterred and by the end of the week the concluding phase of the campaign was imminent.

On the evening of Friday 11 June units of 3 Commando Brigade set out to make night attacks on the next ring of high ground ahead of their positions about 10 miles west of Port Stanley.



Left: The Union flag flies again at Government House in Port Stanley after the surrender of the Argentine forces.

Photo: Press Association



The 3rd Battalion The Parachute Regiment fought its way onto Mount Longdon and established new positions on its reverse slope. 45 Commando captured the Two Sisters feature and 42 Commando took Mount Harriet. During 12 and 13 June the new positions were consolidated, patrols probed forward assessing the inner ring of Argentine positions and the troops of 5 Inf Bde prepared for the next stage of the attack.

While naval forces were providing gunfire support in a bombardment of Port Stanley on 11 June one of the task force destroyers, HMS *Glamorgan* was struck by a land-launched Exocet missile; 13 of the ship's company were killed and 17 injured.

What was to be the final phase of the land battle started on the evening of 13 June after a further softening-up bombardment by the Royal Artillery units with the two brigades - 29 Cdo Regt RA with 3 Cdo Bde and 4 Fd Regt RA with 5 Inf Bde. On the northern flank, 2nd Battalion The Parachute Regiment captured Wireless Ridge; in the centre, 2nd Battalion The Scots Guards took Tumbledown Mountain; and to the south, 1st Battalion 7th Gurkha Rifles attacked Mount William, and 1st Battalion The Welsh Guards was

tasked against Sapper Hill. The following day the Argentines were observed retreating into Port Stanley having been pushed off their final line of defences and also having withdrawn from Moody Brook at the head of Stanley Harbour. White flags were observed flying over the town and the British forces were instructed to ceasefire, except in self-defence, while the Argentine readiness to talk was determined. Negotiations were arranged between Gen Menendez, the Argentine commander, and Brig John Waters, the British deputy commander of land forces on the Falklands; and the talks resulted in Major-General Moore, the British commander, receiving the Argentine surrender at 21 00hrs local time that night.

In all, the British took over 10,000 Argentine prisoners the bulk of whom were soon on their way back to the mainland aboard the liner *Canberra*, which took 4,200, and the ferry *Norland*, carrying 2,000 - the ships sailing from Port Stanley on 18 June bound for Puerto Madryn. The last Argentine presence on the Falklands and the dependencies was ended on 20 June when the scientific base on Thule Island in the South Sandwich Islands, stretching from 250-500 miles southeast of South Georgia,

surrendered to the ice patrol ship HMS *Endurance* and its warship escort.

Ten days after the Argentine surrender on the Falklands, the logistic landing ship RFA *Sir Galahad*, largely burnt out after being attacked on 6 June, was towed from Fitzroy and sunk at sea as a war grave.

Argentine aircraft losses

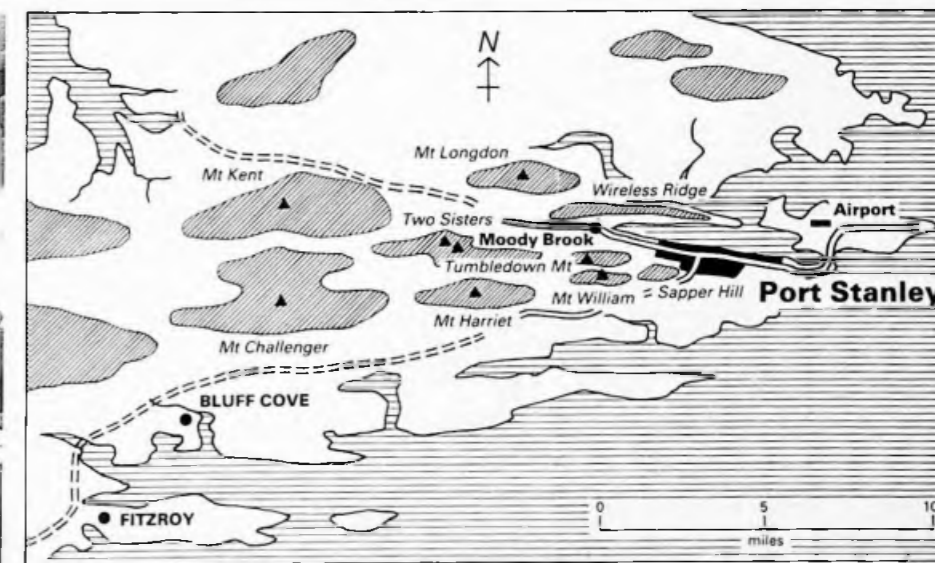
In total 83 Argentine aircraft were destroyed by British forces during the Falklands campaign, it was reported on 22 June, and a further eight aircraft have been claimed as possibly destroyed. The list of aircraft shot down or destroyed on the ground included:

A-4 Skyhawk	26
Mirage III Dagger	24
IA-58 Pucara	15
T-34 Mentor	4
Canberra	1
Aermacchi 339	1
C-130 Hercules	1
SA 330 Puma	6
CH-47 Chinook	1
UH-1 Iroquois	1
Light aircraft	3

Above: A Royal Marines mortar team dug in on the slopes of Mount Kent on East Falkland. Photo: Press Association

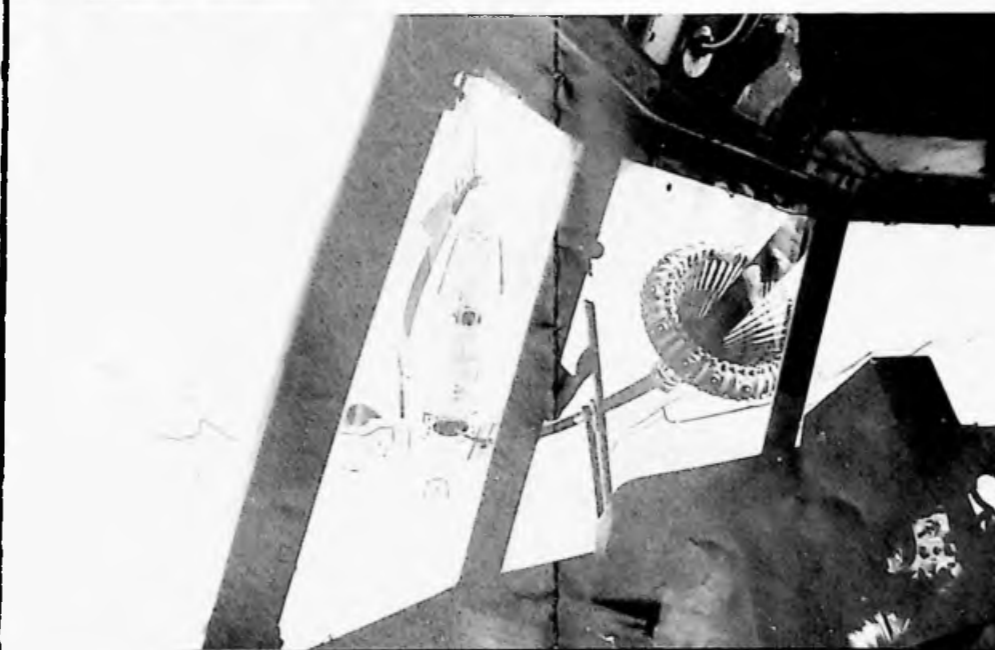
Left: Argentine Panhard AML armoured cars, each equipped with a 90mm main gun, in the centre of Port Stanley. Photo: Press Association

Top right: The Type 42 destroyer HMS *Glasgow* returned to Portsmouth on 19 June after duty with the Falklands task force. The ship was reported damaged by a bomb which passed through the hull without exploding; note the plug in the hull just above the waterline and aft of the broad black stripe - the latter was an identification contingency to distinguish the Royal Navy Type 42s from the two similar units in the Argentine fleet. Photo: Robin A. Walker



Above left: Admiral of the Fleet Sir Terence Lewin, Chief of Defence Staff, right, and Admiral Sir John Fieldhouse, Commander-in-Chief Fleet. Photo: Press Association

Left: An RAF Hercules transport being refuelled by a Victor K2 tanker over the South Atlantic during a resupply mission to the Falklands. Photo: Press Association



Endurance in the Falklands

Before HMS Endurance became a household name, she was playing her part in the Royal Navy's hydrographic surveys of the Falklands. Lieutenant Commander H P May was officer in charge of surveys on board the Endurance from 1977-80

3003 ②

The Royal Navy has been closely associated with hydrographic surveying in the Falkland Islands and her dependencies as well as in the British Antarctic Territory since the middle of the 18th-century. The records of early voyages to the South Atlantic produced hydrographic data and sketch surveys, while the "heroic age" expeditions of the 19th- and early 20th-centuries, such as those undertaken by Captain Sir James Clark Ross, Captain Robert Scott and Sir Ernest Shackleton, have all provided original data. In more recent times politics have dictated the need for a Royal Naval presence within the area and this has provided an excellent opportunity to progress hydrographic work.

The first regular survey of the Falkland Islands was carried out by Captain John McBride in HMS Jason during 1765/6; his survey is commemorated in the naming of the Jason Islands. The next regular survey was that of West Falkland Island carried out in 1786 by Lieutenant Thomas Edgar and published in 1797 by Aaron Arrowsmith. There was however no Admiralty chart of the Falkland Islands until 1840 when chart 1354 was published, based on surveys carried out between 1833 and 1840 by Commander Robert FitzRoy in HMS Beagle, Lieutenant William Robinson and Lieutenant Bartholomew Sullivan, both of HMS Arrow.

In 1854, a further edition of chart 1354 was published, this time in two sheets, and in this state has remained the basic small-scale chart of the Falkland Islands until today. After the production of this edition there was a comparative lull in surveying during the next hundred years. Some surveys were carried out, however, during the 1920s, the most significant of these being by Lieutenant Commander J M Chaplin RN in South Georgia between 1925 and 1930 in RRS Discovery.

After the outbreak of the Second World War, the strategic importance of the Falkland Islands and her dependencies was realised and Operation Tabarin was started by the Admiralty in 1943 under the leadership of Lieutenant Commander J W S Marr RN. Bases were established on Deception Island and on Wiencke Island, while survey work was carried out on the Antarctic Peninsula.

In 1945 the operation was reorganised and the name Operation Tabarin was replaced by Falkland Island Dependencies Survey (FIDS), while the military aspects of the survey were replaced by a programme of scientific work. Thus, although not directly concerned with hydrographic surveying, the formation of FIDS was a direct result of the former naval operation and to the



Up ice anchor: ship's company of HMS Endurance, 1968

present day strong links, including mutual co-operation in scientific programmes, have remained between the Royal Navy and the British Antarctic Survey (BAS), as FIDS is now known.

In 1950 a Naval Hydrographic Unit was formed under the leadership of Lieutenant Commander David Penfold RN who, with a team of three assistants and a 28-foot survey launch, was embarked on RRS John Biscoe to survey in the Falkland Islands and the Antarctic Peninsula. Recent activities in the islands have highlighted the difficulties of travelling overland between the settlements there. Little seems to have changed since 1950 when Lieutenant Commander Penfold reported to the Hydrographer that: "His Excellency offered me the services of an MFV, the Philomel of 150 tons to take our stores and tow the motor boat round to San Carlos; this vessel was not however immediately available ... An unusual feature of the Falklands is that there are no railways, and outside the capital, no roads. The only method of transport apart from the horseback being by sea. Thus although our destination was only 45 miles distant as the crow flies, there was no method of conveying stores and boat except by waiting for the Philomel.

"After waiting seven days at Stanley, I despatched Lt Hamnett and PO Hills to proceed to San Carlos on foot over the mountains. This journey they accomplished in 3½ days, a distance of 65 miles arranging their schedule to spend their first night at a sheet station and their second at a shepherd's house."

Not only were there difficulties in establishing the survey, but retention of the locally employed boat's crew became a problem since: "During September Mr

Alazia and Mr Wood left the unit as they considered the wages unsatisfactory, but during my visit to Stanley I was finally able to get the Government to agree to a weekly wage of £5.15.0 instead of £4."

Work in the Antarctic Peninsula was also progressed by the unit, embarked in John Biscoe. Position fixing with taut-wire measuring gear was undertaken as well as surveys of anchorages to meet the requirement of FIDS. Not only were there harsh local conditions to contend with, but also frequent defects with the motor boat. Difficulties of a very different nature also caused delays. Lieutenant Commander Penfold commented: "When the FIDS party landed to set about re-establishing the base (Hope Bay) they were ejected by force by an armed party from the Argentine transport at anchor in the Bay. As the Commanding Officer of the transport informed Captain Johnson that his orders were to stop a base being established by us using whatever force might be necessary, it was deemed inadvisable to start any field work until this matter was cleared up."

In 1955 HMS Protector sailed south for the first of her seasons within the dependencies, and the following year a small team of naval hydrographic surveyors was embarked. This team in conjunction with John Biscoe continued to carry out surveys throughout the dependencies. The arrival of Protector and her helicopters provided a major change in the conduct of the surveys. The helicopters provided access to areas hitherto unvisited and also dramatically increased the speed of operations. Protector was, however, limited in her ability to work in ice and thus the survey parties were often dependent on John Biscoe in such circumstances.

In 1960 HMS Owen conducted surveys in South Georgia, and in doing so was the first and so far only fully-dedicated Royal Naval surveying ship to have worked in the area in the 20th-century. Protector continued working in the Falklands until 1968 when she was relieved by HMS Endurance, when the survey party became an integral part of her ship's company. With Endurance's enhanced ice operating capability, less dependence on the BAS vessels was needed. Much hydrographic surveying remains to be done in the South Atlantic, and it is hoped that the long established tradition of Royal Naval surveys in the area is continued.

Lieutenant Commander H P May FRGS RN was officer-in-charge surveys, HMS Endurance 1978-80. He was assisted in writing this article by Lieutenant Commander A C F David RN.



Surveying by HMS Owen near Adelaide Island in Antarctica



Camping in the Falklands: in the foreground is a survey camp.



TO THE FALKLANDS IN DISCOVERY



BY TODAY'S standards *Choice* reader Tom Thomas was an under-privileged child. By his standards he says he has much to be thankful for. He grew up in the Wiltshire village of Biddestone, cared for at first by his grandparents. Life was hard for his parents with only occasional work in Avonmouth Docks for his father.

He moved to other relatives and returned home to leave school at 14. After brief spells at two jobs he ran away to sea and against all expectations signed on as a cabin boy aboard the Cunard liner *Majestic*.

That was the start of a career which took him around the world on liners and tramps, coasters and troopships. He also sailed on the historic voyage of the Royal Research Ship *Discovery II* to Antarctica.

The Second World War saw him servicing buoys and lightships in the Channel for Trinity House. He

WITH the marvel of air travel today, to have been to the Antarctic is becoming quite commonplace as there are now radio, weather and scientific stations actually on that continent, but in 1937 to most people it was as remote as the moon.

The *Discovery* was one of the happiest ships I sailed in. The scientists, officers and crew all worked in harmony. During the 18 months voyage, only on one occasion did I witness any discord on board and that was when two seamen had an argument over some trivial matter during one meal time. Both went on deck and fought quite gentlemanly, and afterwards shook hands and remained friends for the rest of the trip.

Although the crew were Merchant Navy personnel, this ship was an exception in paying higher wages than other Merchant Navy ships, and conditions were far superior. We were supplied with exceptionally warm clothing down to our underwear, and the food was better than most ships. The accommodation was cramped, but comfortable. You entered the crew's

quarters in the focsle through a weather door on the main fore-deck. From this area you descended a steep stairway into the living quarters, deck hands on the starboard side and the firemen on the port.

Being below the water line, our quarters never received any daylight. The bunks were arranged one up and one down around the ship's side, and two tables stood end-to-end in the mess deck with bench-type stools each side. It was at these tables that we sat for meals.

This was the common lay-out of most ship's focsles of the day. The quarters were heated by steam pipes, and even in the severest cold Antarctic weather we were always comfortable when off duty. We were supplied with all bedding including sheets, pillowslips and counterpanes. Each bunk had its own curtains, and pictures of families or girlfriends were arranged within your own bunk space. My only criticism was that the quarters were in the bows of the ship and below the water-line, with the bunks arranged around the ship's sides.

describes as a miracle his escape after being machine gunned by a German aircraft as he stood alone on a buoy off the French coast. He was invalided out of the Merchant Navy and at the end of the war cleared bomb damage from London. Then came 21 years as a civil servant for the Crown Agents and spells as an apple wholesaler in Covent Garden, a traffic warden and a meter reader.

In all these jobs his humour and talent for seeing the best in people and difficult situations provides a remarkable story.

While aboard the *Discovery* he visited the Falklands and this is his story of that voyage, part of the biography of a man who says with masterly understatement: "Within the limits of my elementary education I have enjoyed a full and eventful life."

by Tom Thomas

Consequently, when we were sailing through ice, the crunching noise of the ice against the ship's sides was very disturbing when trying to sleep during watch below.

The officers and scientists' cabins were amidships. Also amidships was the galley, the officers' wardroom and laboratory. A clever part of the equipment in the laboratory was the table which was designed to remain always level and steady regardless of how much the ship rolled.

The *Discovery II* was quite a small ship considering the area in which she was intended to sail. One area was the "roaring forties," one of the stormiest regions in the world. She was only 234 feet long with a 36-foot beam, and approximately 2,000 tons. She had reinforced bows and a cruising speed of 10 knots.

We sailed from London, with a tremendous send-off. Many people lined the quayside to wave us off. Soon we were heading for Cape Town. The object of the expedition was to circumnavigate the whole of the Antarctic Continent, to

chart uncharted areas, and study the oceanic life in those regions, including whales.

From Cape Town we sailed as near to the Antarctic Continent as the frozen sea would allow. The Antarctic is surrounded for the greater part of the year by the great ice belt, and as the ice receded with the less severe months, so we were able to get nearer to the actual continent.

A sure sign that we were reaching the ice was when we first sighted the little Antarctic petrels. These beautiful birds feed at sea from the microscopic plankton found at the surface. Another sign are the massive icebergs, some sticking out of the sea like mountain peaks and others long and tabular. Some of the tabular icebergs are fifty miles long, drifting like floating islands about the southern hemisphere.

On reaching the ice and penetrating it as far as was wise, we then skirted it for as long as supplies would allow before turning northwards to South Georgia.

There were a few inhabitants on this island, mainly employees of a whaling station

Tom Thomas as he is today and as a crewman on *Discovery*.

radio station. Although it is just outside the Antarctic Circle and the climate far more temperate than further south, which is why the shores are populated with hundreds of seals, it can be very cold there, and I felt sorry for the people stationed on this isolated and desolate island. It is on this island that a memorial to Shackleton has been erected in the form of a cairn, and it was at South Georgia, having by then experienced some of the rigours of the Antarctic in the comparative comfort of a modern steam ship, that I realised for the first time how much these great explorers of the past must have suffered.

Sir Ernest Shackleton, who like myself ran away to sea, and was with Captain Scott on Scott's first expedition to the Antarctic, was a man for whom I have the highest admiration.

It is strange, the fascination the Antarctic holds for some people. They return time and time again. One would have thought that Shackleton would never have wished to see the frozen place again after his terrible experience when on the *Endurance*. But he did, and in 1922 on his last voyage to the Antarctic he died of a heart attack at the early age of 46.

On his earlier voyage to the Antarctic his ship *Endurance* was crushed by pack-ice and he and his ship's company survived an 800 mile journey in a small boat in conditions almost beyond human endurance.

One unforgettable sight which I witnessed at South Georgia was at the whaling station where whales were being dismembered.

We landed on two other islands, both uninhabited, during the expedition. One was Bouvet island and the other Campbell island. I was one of four privileged to be put ashore on this island, where I doubt if more than a handful of men had trodden before, and it was on Campbell island where the ship's photographer obtained excellent pictures of an albatross nesting.

We also charted most of the Balleny group of islands, which are close to that part of the Antarctic Continent known as Oates land, named after that brave explorer who walked out

of Scott's tent into a blizzard and to his death, in the belief that he was helping the others. The Balleny islands are also quite close to the magnetic pole, which makes navigation hazardous.

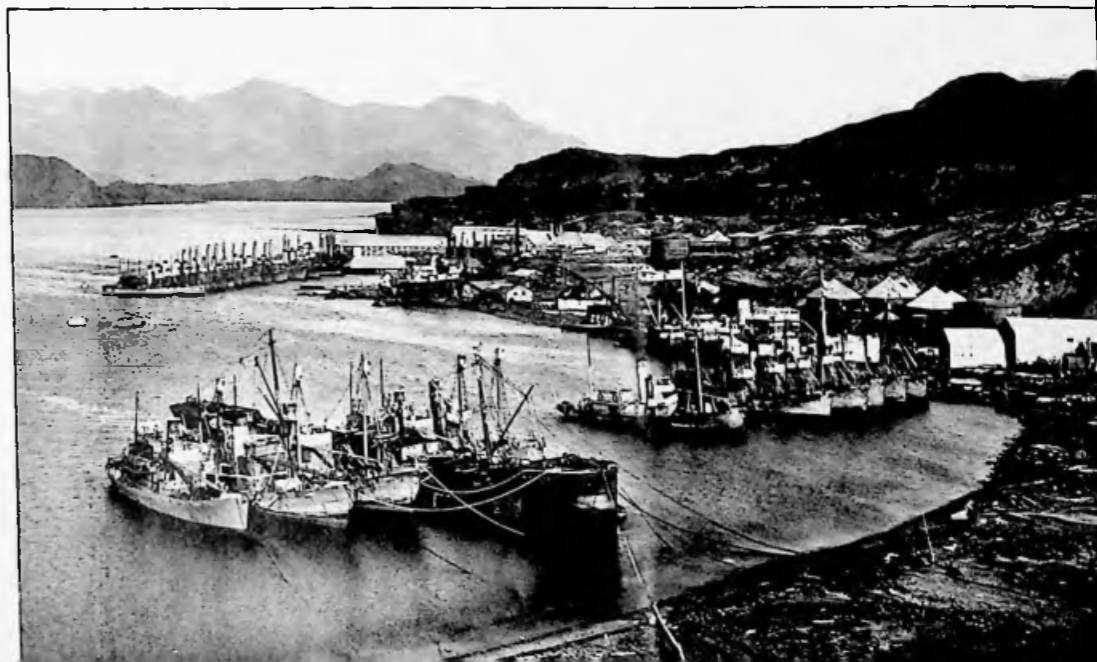
We sailed from South Georgia down to the pack-ice again, this time penetrating a little nearer the Continent as the ice receded, then northwards again to the Falkland Islands and the harbour of Port Stanley.

When we were there, Port Stanley was little more than a large village consisting of a small jetty, one pub called The Globe, a church, a post office and a general shop. The highlight of the inhabitants' lives was when the monthly ship from Montevideo called, or when a ship such as ours paid a rare visit.

While at the Falkland Islands I saw the sad sight of Brunel's old ship, the *Great Britain* discarded as a wreck in Sparrow Cove. This rusting hulk was once proudly known as "The Iron Wonder." She was launched at Bristol in 1843, and was the first screw propelled ship to cross the Atlantic Ocean. Although that voyage took 14 days compared to the five days it takes a modern liner, at the time it was quite an achievement.

It was in 1886 that she ran into a storm when rounding Cape Horn, was badly damaged and limped her way to the Falkland Islands, where she was found to be beyond repair. She was later towed to

Grytviken harbour in South Georgia as Tom Thomas found it 45 years ago.



Sparrow Cove where she was left to become a wreck. Seeing her as she was at the Falklands I can appreciate the enormous task which was undertaken to tow her to Bristol where she is now being restored to her former glory 137 years later.

After re-fueling we sailed from Port Stanley south again towards the Antarctic Continent. Being summertime in that part of the world, the ice was gradually receding, and each venture southwards brought us a little nearer to the continent. On this occasion, after breaking through the ice as far as was possible, we turned north and sailed for Freemantle in Australia, where we re-fuelled and re-stored ready for the next attempt to reach the Antarctic mainland.

We arrived at Freemantle at Christmas, and it was a strange experience to be eating Christmas dinner in hot, sunny weather.

However, soon we were back in the more familiar conditions of ice and blizzards, but once again the pack-ice was impenetrable. With fuel and supplies limited, of course the time we were able to remain in this latitude was restricted, and soon we were once again obliged to steer north for Cape Town. On reaching Cape Town, we had completely circumnavigated the whole of the Antarctic Continent.

From Cape Town we made seven voyages to and from the ice until at last we reached the continent. My first view of it was of half a dozen king penguins walking one behind the other along an ice cliff, looking from a distance like strolling human beings.

I thought at that moment of Scott's words on reaching the Pole, when he said, "Great God, this is an awful place!"

It really is a most inhospitable, desolate, frozen waste, and the only thing that one can see in any direction is ice. The air is crystal clean, and if one could keep warm it must be the healthiest germ-free area in the world. To me it was an awesome and wonderful experience, and I will always be thankful that I was given the opportunity to visit those frozen regions.

The blizzards and the agonising pain we all suffered from time to time from hands and feet returning to life after being frozen with cold, and the arduous days spent clearing the ship from ice, all seemed worthwhile.

After some charting and collecting samples of sea life at various depths of the ocean around the Continent, we headed for Cape Town before the sea froze in behind us. I was not sorry to leave the ice and intense cold for the last time. We had now been in and out of the region about 17 months. During those months we had endured some of the roughest weather it is possible to encounter. On one occasion we were in gales for 22 days, but the *Discovery II* was a sturdy little ship and rode out all the storms.

During these months our leisure was spent playing cards, making things such as belts with twine, fancy holdalls with deck canvas, or simply listening to Gracie Fields, George

Continued on page 82

CASH IN ON YOUR SAFETY RECORD



THE OVER FIFTY CLUB ☐

by John McGowan

Membership Organiser
The Over Fifty Club,
Bedford Chambers, Covent
Garden, London, WC2E 8HA
Telephone: 01-836 8772

I WONDER how many of you have had a chance to take a closer look at the new Choice Over Fifty Club Motor Policy which we introduced in May? You will find full details repeated on pages 36 and 37 of this issue. To judge from the response of those who have already taken advantage of it, you may find it much to your advantage.

Several readers were in a position to change their existing policies within only a week or so of our announcement and hundreds more have sent in for quotations even though they may not be in need of a new policy for some months.

We are quite happy about that; it pays to be cautious on matters of motor insurance and nearer the time we shall contact those readers again with an up-to-the-minute quotation.

The policy is underwritten by the Legal and General Assurance Co., with all that entails in terms of security and reliability and the policy was specially designed for you following the motoring survey we conducted among readers last year.

As you will see from the advertisement, the benefits are good and the premiums likely to be as low as you can get them, for the simple reason that drivers in our age group

are already proven to be the safest on the road. You might as well take advantage of that fact.

I am pleased to announce that as a result of our experience since the scheme started we have been able to make one additional and important improvement.

It came about as the result of a member approaching me to complain that he appeared to have been ruled out simply because, until his recent retirement, he had always driven a company car and therefore had no insurance record of his own (his insurance premiums having been paid by his employers).

He was quite right in as much as we did ask for evidence of claims-free insurance during the last four years, but which he was unable to provide in his own name.

But it was never our intention to rule out such people and we immediately contacted Legal and General to put the point to them. They agreed that provided people in such a position were able to obtain a letter from either their employers or their employer's insurance company confirming that they had a claims-free record during the necessary period they would be accepted for the OFC policy.

This is an important factor for those of you in similar situations and could well help to reduce the shock of having to pay your own insurance in retirement.

Incidentally it is worth repeating that the OFC policy has a built-in no-claims bonus. That means that once you have been accepted for the scheme you cannot normally lose it, even after several accidents after taking out the policy. In effect it is a protected bonus policy.

I hope it works to your advantage and if you have any observations or suggestions to make please don't hesitate to drop me a note.

All in a day

LET me tell you about Mr. Gayler, who has his own way of raising funds for local charities at Reading, Berkshire. He planned a sponsored "Day of Action" in which he attempted to demonstrate that age is no barrier to leading an energetic life. The first item on the programme was to demonstrate how to glide — Mr. Gayler celebrated his 60th

birthday by learning to pilot a glider.

After a solo flight, he then swam a few lengths of the local pool. This was followed by a demonstration of boxing before going on to cycling and rollerskating. Then came a musical performance on his accordion to be followed by an exhibition of dancing. The accordion put aside, Mr. Gayler went on the nearby Thames for a spell of rowing and canoeing.

From the river he carried on to take part in judo — he is a brown belt — and then came a horse riding session. Finally, he finished the day with a walk of ten miles. A widower, he is a warehouseman at a local brewery.

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Formby and such records on a gramophone, and of course everyone read a great deal. The only other entertainment was from A. B. Mackenzie's bagpipes. All this took place during the dog watches between 4pm and 8pm. At all other times the ship was in complete silence in consideration of the watch below.

We had all made friends at Cape Town during our several visits there, and it was in many ways a sad occasion when the time came to leave there for the last time. One seaman married a South African girl during one of our calls, which necessitated leaving his new wife temporarily there. I have very fond memories of Cape Town, as it was there that I celebrated my 21st birthday.

On that occasion we hired a hall, the interior of which was decorated with the ship's flags, and with each of the Discovery's crew bringing a young lady, we all had a very enjoyable evening. So it was with mixed feelings that we left Cape Town, homeward bound via the Angolan port of Lobito, then Dakar, where we had a short stay before sailing on to Tenerife and London.

Our homecoming was as eventful as our sailing had been 18 months earlier. The little Discovery was overrun with

visitors and newspaper men eager to get a story and pictures from anyone who would oblige.

When calling at Tenerife on our homeward bound voyage we somehow acquired a canary, and a cinematograph photographer asked me to hold the canary in its cage and to look as if I was talking to it. A few days later I saw this newsreel at a cinema in the Strand, and it was quite amazing to see myself on the screen talking to a canary, and the commentator referring to the bird as "the canary that survived the Antarctic."

The Discovery signed off in London and I was thrilled to note that in my Discharge Book Captain Hill had written the words, "Promoted to A.B." with his signature making it authentic. This was a promise he had made to me some months earlier, and meant I could now join any future ship as a fully qualified Able Seaman.

I did not, however, sever my links with the past 18 months completely. For a short while I helped the scientist at the Natural History Museum with the large number of samples which were collected on the expedition. Nothing scientific, I hasten to add, just sorting and labelling.

Then it was back to the Dock Street Sailors' Home in London before joining a coaster.